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HAND BOOK FOR TRAVELLERS

IN

I R E L A N D,

DESCRIPTIVE OF

ITS SCENERY, TOWNS, SEATS, ANTIQUITIES, ETC.

WITH ALL THE RAILWAYS NOW OPEN,

AND VARIOUS STATISTICAL TABLES.

ALSO,

AN OUTLINE OF ITS MINERAL STRUCTURE, A BRIEF VIEW OF ITS BOTANY,
AND INFORMATION FOR ANGLERS.

BY JAMES FRASER.

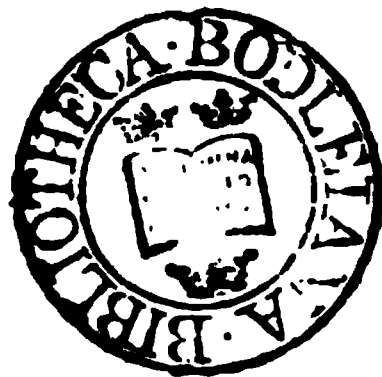
FOURTH EDITION.

DUBLIN:

JAMES M^cGLASHAN, 50, UPPER SACKVILLE-STREET,
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JOHN MENZIES, EDINBURGH.

1854.

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PREFACE TO THE FOURTH EDITION.

THIS edition, from the altered state of travelling consequent on the railways, may, in a great measure, be regarded as a new work.

The article on Botany has been again revised by Dr. Mackay; and for this edition a map has been expressly engraved.

A list of the towns whose population amounts to 2,000 and upwards, as extracted from Thom's Almanac for 1854, is given in the Appendix; and to that invaluable publication we refer all those who are interested in the statistics of Ireland. The areas of the counties are taken from the Ordnance Survey. Prefixed to the work is a list of the principal hotels in the larger towns and more important stations. These lists, chiefly with a view to convenience, have been kept distinct, instead of embodying them in the notices of the towns.

Dublin, July, 1854.

PREFACE TO THE THIRD EDITION.

To this edition is prefixed an account of all the railways now open in Ireland, with tables of all the lines, showing the routes to the more important towns from the different stations—in short, endeavouring, as far as practicable under the present state of the railways, to render them generally useful to the traveller in connexion with the roads laid down in the book ; and throughout the work various revisions and additions have been made.

Dublin, July, 1849.

PREFACE TO THE SECOND EDITION.

IN this edition of the "Hand Book for Ireland," such additional information has been added as was deemed likely to interest both travellers and tourists ; and, while the plan of the former volume has been adopted as the basis of the work, more copious notices of the metropolis and its environs and of the towns and antiquities of the kingdom have been given, as well as of the character and nature of the soil, and, generally, of the physical features of the country. The more interesting parts of the coast have been revisited, and the magnificent sea cliffs of Galway, Mayo, and Donegal have been described at greater length than in the former edition ; and, from the publication of the Ordnance Maps, the heights of the mountains and other remarkable elevations have also been more accurately and much more fully given ; and at the same time, from these invaluable sources, all the more useful cross-roads have been carefully measured, the sources and courses of the rivers traced, and for the first time presented in a tangible shape.

The article on botany has been revised by Dr. Mackay, and that on geology by Dr. Scouler, the original contributors ; and brief hints for anglers have been added by a gentleman conversant in that art.

Dublin, November, 1843.

TABLE FOR CONVERTING STATUTE MILES INTO IRISH MILES.

Fourteen Statute Miles are equal to eleven Irish.

Statute Miles.	Irish.		Statute Miles.	Irish.		Statute Miles.	Irish.		Statute Miles.	Irish.	
	Miles.	Fur-longs.		Miles.	Fur-longs.		Miles.	Fur-longs.		Miles.	Fur-longs.
1	0	6	36	28	2	71	55	6	106	83	2
2	1	4	37	29	1	72	56	4	107	84	1
3	2	8	38	29	7	73	57	3	108	84	7
4	3	1	39	30	5	74	58	1	109	85	5
5	3	7	40	31	8	75	58	7	110	86	3
6	4	6	41	32	2	76	59	6	111	87	2
7	5	4	42	33	0	77	60	4	112	88	0
8	6	2	43	33	6	78	61	2	113	88	6
9	7	1	44	34	4	79	62	1	114	89	4
10	7	7	45	35	8	80	62	7	115	90	3
11	8	5	46	36	1	81	63	5	116	91	1
12	9	3	47	36	7	82	64	3	117	91	7
13	10	2	48	37	6	83	65	2	118	92	6
14	11	0	49	38	4	84	66	0	119	93	4
15	11	6	50	39	2	85	66	6	120	94	2
16	12	4	51	40	1	86	67	4	121	95	1
17	13	3	52	40	7	87	68	3	122	95	7
18	14	1	53	41	5	88	69	1	123	96	5
19	14	7	54	42	3	89	69	7	124	97	3
20	15	6	55	43	2	90	70	6	125	98	2
21	16	4	56	44	0	91	71	4	126	99	0
22	17	2	57	44	6	92	72	2	127	99	6
23	18	1	58	45	4	93	73	1	128	100	4
24	18	7	59	46	3	94	73	7	129	101	3
25	19	5	60	47	1	95	74	5	130	102	1
26	20	3	61	47	7	96	75	3	131	102	7
27	21	2	62	48	6	97	76	2	132	103	6
28	22	0	63	49	4	98	77	0	133	104	4
29	22	6	64	50	2	99	77	6	134	105	2
30	23	4	65	51	1	100	78	4	135	106	1
31	24	3	66	51	7	101	79	3	136	106	7
32	25	1	67	52	5	102	80	1	137	107	5
33	25	7	68	53	3	103	80	7	138	108	3
34	26	6	69	54	2	104	81	6	139	109	2
35	27	4	70	55	0	105	82	4	140	110	0

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Newtownlimavady— <i>First Road</i> , by Coleraine,	632	Skibbereen, by Cork, Bandon, and Clonakilty,	361
Newtownlimavady— <i>Second Road</i> , by Londonderry,	635	Sligo— <i>First Road</i> , by Mullingar, Longford, and Boyle,	435
Newtownlimavady— <i>Third Road</i> , by Dungannon, Maghera, and Dungiven,	635	Sligo— <i>Second Road</i> , by Carrick-on-Shannon and Ballyfarnon,	451
Omagh, by Castleblayney and Monaghan,	559	Strangford, by Newry, Castlewellan, and Downpatrick,	655
Parsonstown— <i>First Road</i> , by Portarlington, Mountmelick, and Kinnitty,	414	Tallow— <i>First Road</i> , by Waterford, Dungarvan, and Lismore,	273
Parsonstown— <i>Second Road</i> , by the Roscrea and Borris Station,	414	Tallow— <i>Second Road</i> , by Caher and Clogheen,	280
Parsonstown— <i>Third Road</i> , by Moate and Cloghan,	414	Tinahely— <i>First Road</i> , by Rathdrum and Aughrim,	239
Passage East, by Waterford,	271	Tinahely— <i>Second Road</i> , by Baltinaglass and Hacketstown,	242
Philipstown— <i>First Road</i> , by Enfield and Edenderry,	428	Tralee— <i>First Road</i> , by Killarney,	335
Philipstown— <i>Second Road</i> , by Portarlington,	428	Tralee— <i>Second Road</i> , by Limerick, Askeaton, Tarbert, and Listowel,	337
Portaferry, by Newtownards,	650	Tramore, by Waterford,	271
Portumna— <i>First Road</i> , by Ballinasloe and Laurencetown,	431	Trim— <i>First Road</i> , by Blackbull,	544
Portumna— <i>Second Road</i> , by Athlone and the Shannon,	431	Trim— <i>Second Road</i> , by Killoock and Summerhill,	558
Queenstown, by Cork,	99	Tuam— <i>First Road</i> , by Ballinasloe and Castleblakeney,	477
Rathangan, by Lucan, Celbridge, and Clane,	555	Tuam— <i>Second Road</i> , by Athlone and Ballinamore,	479
Rathmelton— <i>First Road</i> , by Strabane and Letterkenny,	592	Tuam— <i>Third Road</i> , by Athenry,	469
Rathmelton— <i>Second Road</i> , by Strabane and St. Johnstown,	592	Tulla— <i>First Road</i> , by Limerick and Six-Mile-Bridge,	393
Rathmullen— <i>First Road</i> , by Strabane and Letterkenny,	592	Tulla— <i>Second Road</i> , by Limerick and Broadford,	393
Rathmullen— <i>Second Road</i> , by Strabane and St. Johnstown,	592	Tulla— <i>Third Road</i> , by Limerick and Kilkishen, by the Clare Hills,	393
Roscommon— <i>First Road</i> , by Mullingar and Ballymahon,	452	Tullow— <i>First Road</i> , by Blessington and Baltinglass,	215
Roscommon, by Athlone and Knockcroghery,	454	Tullow— <i>Second Road</i> , by Carlow,	248
Rosses— <i>First Road</i> , by Strabane and Stranorlar,	601	Valencia, by Killarney, Beaufort, Killoeglin, and Cahirciveen,	348
Rosses— <i>Second Road</i> , by Ballynacarrick Ferry,	604	Waterford, by Kildare, Carlow, Kilkenny, and Thomastown,	107
Rosses— <i>Third Road</i> , by Letterkenny, Foxhall, Lough Beagh, Lough Barra, and Doocharry Bridge,	604	Westport— <i>First Road</i> , by Athenry, Tuam, and Castlebar,	469
Roundstone— <i>First Road</i> , by Glencoaghan and Toombeola Bridge,	511	Westport— <i>Second Road</i> , by Tuam and Ballinrobe,	476
Roundstone— <i>Second Road</i> , by Ballinahinch Cross-roads, and Toombeola Bridge,	511	Wexford— <i>First Road</i> , by Newtown-Mount-Kennedy, Rathdrum, Arklow, Gorey, and Enniscorthy,	182
Saintfield, by Lisburn,	661	Wexford— <i>Second Road</i> , by Bagnalstown, Kiltaly, and Killurin,	206
Scariff— <i>First Road</i> , by Limerick, O'Brien's-bridge, and Killaloe,	395	Wexford— <i>Third Road</i> , by Arklow, Gorey, and Onlart,	213
Scariff— <i>Second Road</i> , by Templemore, Borrisoleigh, Nenagh, Kilmaistulla, and Killaloe,	395	Wexford— <i>Fourth Road</i> , by Blessington, Baltinglass, Tullow, Newtownbarry, and Enniscorthy,	215
Scariff— <i>Third Road</i> , by Athlone and the Shannon,	395	Youghal— <i>First Road</i> , by Carrick-on-Suir and Dungarvan,	282
Seven Churches of Clonmacnoise— <i>First Road</i> , by Athlone and the Shannon,	431	Youghal— <i>Second Road</i> , by Waterford, Kilmaethomas, and Dungarvan,	273
		Youghal— <i>Third Road</i> , by Clonmel, Ballinamult, and Clashmore,	286

PRINCIPAL HOTELS.

Towns.	Name of Hotel.	Towns.	Name of Hotel.
Abbeyleix, .	. De Vesci Arms.	Belturbet, .	. Butler's Arms.
Achill, .	. Achill.	" .	. Lanesboro' Arms.
Adare, .	. Dunraven Arms.	Blessington, .	. Downshire Arms.
Antrim, .	. Massareene Arms.	Boyle, .	. Monson's.
" .	. M'Quillan's.	Borrisokane, .	. Town Arms.
Ardara, .	. Nesbitt Arms.	" .	. Royal Arms.
Ardee, .	. Ruxton Arms.	Bray, .	. Quinn's Royal.
Arklow, .	. Kinsella's.	Bryansford, .	. Roden Arms.
Armagh, .	. Beresford Arms.	Bundoran, .	. Royal.
Ashford, .	. Ashford Arms.	" .	. Family.
" .	. Glen.	" .	. Hamilton's.
Athlone, .	. Royal.	" .	. Nugent's.
" .	. Rourke's.	Bushmills, .	. Dogherty's.
Bagnalstown, .	. Railway.	" .	. Reid's.
Ballaghadereen, .	. Dalton's.	Caher, .	. Glengall Arms.
Ballina, .	. Imperial.	Caledon, .	. Caledon Arms.
" .	. Royal Mall.	Callan, .	. Keating's.
Ballinamore, .	. Thompson's.	Cappoquin, .	. Power's.
Ballinasloe, .	. Craig's.	Carlow, .	. The Club House.
" .	. Gill's.	Carnlough, .	. Londonderry.
Ballybay, .	. Leslie Arms.	Carrickfergus, .	. Erskine's.
Ballycastle, .	. Royal.	Carrickmacross, .	. Shirley Arms.
" .	. Antrim Arms.	Carrick-on-Shan., .	. St. George Arms.
Ballycomber, .	. Freemasons'.	Carrick-on-Suir, .	. Phelan's.
Ballygawley, .	. Stewart's Arms.	Cashel, .	. Ryall's.
Ballyjamesduff, .	. Cumming's Arms.	Castlebar, .	. Armstrong's.
Ballymahon, .	. Wright's.	Castleblayney, .	. Rule's.
Ballymena, .	. Jellett's Family.	Castlederg, .	. Henderson's.
" .	. Adare Arms.	Castlepollard, .	. Pollard's Arms.
Ballymoney, .	. Queen's Arms.	Castlereagh, .	. Hunter's.
" .	. Commercial.	Cavan, .	. M'Gauran's.
Ballynahinch, .	. Walker's.	" .	. Farnham Arms.
" .	. Robinson's.	Clifden, .	. Carr's.
" (Connemara), .	. The Fishery.	" .	. Hart's.
Ballyshannon, .	. Imperial.	Clifony, .	. Palmerstown Arms.
" .	. Commercial.	Clones, .	. Kerr's.
Ballyvaughan, .	. Sea View.	Clonmel, .	. Hearn's.
" .	. Globe.	Coleraine, .	. Family and Com-
Banbridge, .	. Morton's.	" .	. mercial.
" .	. Williams's.	" .	. Commercial.
Bandon, .	. Devonshire Arms.	Cong, .	. Valkenburg's.
Bangor, .	. Bangor Arms.	Cookstown, .	. Commercial.
Bantry, .	. Lannin's.	" .	. Stewart's Arms.
" .	. Godson's.	Cork, .	. Imperial.
Bearhaven, .	. Bearhaven.	" .	. Royal Victoria.
Belfast, .	. Imperial.	Cushendall, .	. Jamieson's.
" .	. Donegal Arms.	Dingle, .	. Jeffcott's.
" .	. Royal.	" .	. Commercial.
" .	. Commercial.	Donegal, .	. Arran Arms.
" .	. Plough.	Doneraile, .	. Doneraile.

Towns.	Name of Hotel.
Downpatrick, .	County Down.
" .	Victoria.
" .	Commercial.
" .	Price's Arms.
Drogheda, .	Imperial.
" .	White Horse.
Drumkecran, .	Nixon's.
Drumshanbo, .	Sadleir's.

DUBLIN:*On the south side.*

1, Dawson-street, .	Morrison's.
27 to 30, Stephen's-green, north, .	The Shelbourne.
46, Kildare-street, .	Elvidge's.
48, Dawson-street, .	Hibernian.
51, Dawson-street, .	Tuthill's.
12, Dawson-street, .	Macken's.
6, 7, and 8, College-green, .	Jury's.
33, College-green, .	Spadiccini's.
13, Grafton-street, .	Jude's.
5, Westland-row, .	Gilbert's.
Suffolk-street, .	Commercial.
Portobello, .	Portobello Grand Canal.

North side.

56, Up. Sackville-st.,	The Bilton.
21 & 22, Upper do.	Gresham.
21 & 22, Lower do.	Imperial.
12, Upper do.	Reynolds's.
2, Prince's-street, .	Abbott's.
Eden-quay, .	Northumberland Buildings.
1, Upper Dorset-st.,	Enniskillen.
1 & 2, Bolton-st., .	Walshe's.
36, 37, & 38, Talbot-street, .	Verdon's.
4, Ir. Dominick-st.,	The Albert.
11 & 12 Upper do. .	Coffey's.

Dundalk, .	Queen's Arms.
Dundrum, .	Downshire Arms.
Dunfanaghy, .	Stewart Arms.
Dungannon, .	Northland Arms.
Dungarvan, .	Devonshire.
Dungiven, .	Campbell's.
Dunmore, East, .	Power's.
Dunmanway, .	Dunmanway.
Durrow, .	Ashbrook Arms.
Edenderry, .	Nolan's.
Ennis, .	Ennis.
Enniscorthy, .	Portsmouth.
Enniskerry, .	Powerscourt Arms.
Enniskillen, .	Imperial.
" .	White Hart.
" .	M'Bride's.
Fermoy, .	Queen's Arms.
Galway, .	Midland Great Western.

Towns.	Name of Hotel.
Galway, .	Kilroy's.
" .	Webb's.
" .	Royal.
" .	Commercial.
Giant's Causeway, .	M'Nall's.
Glengarriff, .	Roch's.
" .	Eccles'.
Gort, .	Forrest's.
Granard, .	Greville's Arms.
Gweedore, .	Gweedore.
Hilltown, .	Downshire Arms.
Howth, .	Royal.
" .	St. Lawrence's.
Kells (Meath), .	Hannon's.
Kenmare, .	Lausdowne Arms.
Kilfinane, .	Bible's.
Kilkee, .	Moor's.
Kilkeel, .	Railway Arms.
Kilkenny, .	Club House.
" .	Victoria.
Killala, .	Killala.
Killaloe, .	Royal.
" .	Albert.
Killarney, .	Railway.
" .	Hibernia.
" .	Kenmare Arms.
" .	Victoria.
" .	Muckross.
" .	Torc.
Killashandra, .	Finlay's.
Killucan, .	Moor's.
Kilrush, .	Vandaleur's Arms.
Kingstown, .	Hayes's Royal.
" .	Rathbone's.
" .	Salt Hill.
Kinsale, .	Royal George.
" .	Army and Navy.
Knocklong, .	Railway.
Kylemore, .	Kylemore.
Larne, .	Antrim Arms.
Letterkenny, .	Hegarty's.
Leenane, .	King's.
Limerick, .	Cruise's Royal.
" .	Moore's.
Lisburn, .	Hertford Arms.
Lismore, .	Devonshire Arms.
Lisnaska, .	Commercial.
" .	Erne Arms.
Listowel, .	Adams's.
" .	Gerald's.
Londonderry, .	Imperial.
" .	Commercial.
" .	City.
Longford, .	Sutcliffe's.
Lurgan, .	Linen Hall.
Maam(Connemara) .	Maam.
Macroon, .	Queen's Arms.
Malahide, .	Royal.
Mallow, .	Queen's Arms.
Manorhamilton, .	Leitrim Arms.

PRINCIPAL HOTELS.

XV

Towns.	Name of Hotel.	Towns.	Name of Hotel.
Maryborough,	M'Evoy's.	Portumna,	Clanrickarde Arms.
Maynooth,	Leinster Arms.	Randalstown,	O'Neil's Arms.
Milltown Malbay,	Bergin's.	Rathdowney,	Howard's.
Mitchelstown,	Kingston Arms.	Recess, Connemara,	Recess.
Yonaghan,	Stag.	Roscommon,	Royal.
"	Western Arms.	Roscrea,	Smallman's.
Moneymore,	Draper's Arms.	Rostrevor,	Queen's Arms.
Mountmellick,	Drogheda Arms.	"	Victoria.
Moville,	Commercial.	Roundstone,	Roundstone.
"	Londonderry.	Roundwood,	Consola.
Mullingar,	Murray's.	"	Heatley's.
Navan,	Ludlow Arms.	Seven Churches,	Churches.
Senagh,	King's Arms.	Skibbereen,	Commercial.
"	Royal Oak.	"	Beecher's Arms.
Newcastle, Limerick	Courtney Arms.	Sligo,	Hibernia.
Newcastle (Down),	Annesley Arms.	Strabane,	Abercorn.
Newport,	O'Donnell Arms.	Stranorlar,	Queen's Arms.
Newrath Bridge,	Newrath Bridge.	Strokestown,	Hague's.
Newry,	Imperial.	Swineford,	Corley's.
"	Victoria.	Tandragee,	Manchester.
New Ross,	Shanahan's.	Tarbert,	Leslie Arms.
Nw. In. Mt. Kennedy	M'Clement's.	Thurles,	Boyton's.
"	Newel's.	Tipperary,	Dobbyn's.
Newtownards,	Londonderry Arms.	Tobercurry,	Cook's.
Newtownlimavady,	Queen's Arms.	Tralee,	Blennerhassett.
"	Commercial.	"	Hibernian.
Omagh,	White Hart.	Tramore,	Tramore.
"	Abercorn Arms.	Tuam,	Daly's.
Oughterard,	Murphy's.	"	Mitre.
"	O'Flaherty's.	Tullamore,	Charleville.
Parsonstown,	Commercial.	Valencia,	Valencia.
"	Head.	Virginia,	Fitzpatrick's.
Pettigo,	Pettigo.	Waterford,	Dobbyn's.
Portadown,	Manchester Arms.	"	Cummins's.
"	Queen's Arms.	Westport,	Eagle.
Portaferry,	Harp.	"	Royal Mail.
Portglenone,	Alexander Arms.	Wexford,	White's.
Portrush,	Antrim Arms.	Wooden Bridge,	Wooden Bridge.
Portstewart,	Neptune.	Youghal,	Commercial.

FRASER'S

HAND BOOK FOR TRAVELLERS IN

IRELAND.

GENERAL VIEW OF IRELAND.

IRELAND, an island on the west of Europe, is situated between the parallels of $51^{\circ} 25'$ and $55^{\circ} 23'$ north latitude, and $5^{\circ} 25'$ and $10^{\circ} 35'$ west longitude. It is surrounded on all sides by the Atlantic, except the east, where it is separated from Great Britain by those limited portions of the ocean, known as St. George's Channel, the Irish Sea, and the North Channel; the narrowest parts of which are, in the order named, 47, 22, and 13 miles.

Its form is rhomboidal; the longest diagonal line 304, the meridional 246 miles, the greatest and least lines of breadth, on parallels of latitude are 194, and 111 miles, the least diagonal line of breadth from sea to sea—that is, from Limerick to Dungarvan, is 57 miles.

Coasts.—The northern, western, and southern coasts are indented with numerous deep and safe bays; the eastern side presents but few suited for large vessels.

Its area amounts to 32,509½ square miles, or 20,808,271 acres, of which there are 13,464,300 acres of arable land, 6,295,735 of uncultivated land, 374,482 of plantations, 42,929 under towns and villages, and 630,825 under water.

Its annual value, as rated under the Poor-law in 1851, amounts to £12,036,344; and according to the Census of 1851, the population amounted to 6,515,794.

The greater part of the surface is a plain, generally interspersed with

low hills. The principal mountain groups lie along the coast. On the east are the Mourne Mountains in the county of Down, the summit of which, Slieve Donard, rises 2,796 feet above the sea level; on the north, on the Antrim coast, Trostan rises 1,810 feet, and, in the Donegal group, Errigal, 2,462 feet; on the west, in the long chain which stretches through the counties of Sligo, Mayo, and Galway, Mweelrea attains to an elevation of 2,688 feet; on the south, in the vast assemblage which occupies the greater part of the county of Wicklow, Lugnaquilla attains to a height of 3,039 feet; on the Waterford coast, near Dungarvan, the Comeraghs spring up to a height of 2,597 feet, while Carrantuohil, the chief of the far-famed mountains of Killarney, and the highest summit in Ireland, raises its lofty head 3,414 feet above the sea.

In the interior of the country, the principal mountains are, in the south, Mount Leinster, Slievenaman, Galtees, Knockmealdown, Slieve-Bloom, Slieve-Phelim, and the Bochra mountains, which range from 1,528 to 3,015 feet above the sea; and in the north, the Culcagh and Sperrin mountains, rising from 2,188 to 2,238 feet. Subordinate to these in elevation, but considerable in area, and remarkable in their effects in the configuration of the country, are the various ranges of hills which traverse it. Among the

more conspicuous may be noticed the Forth Hills, Slieve-Margy, and Slieve-Ardagh, in Leinster; Nagles, Kilworth, Keeper, and the Devil's Bit Hills in Munster; Slieve-Aughty, Slieve-Aneiran, the Curlew, and the Ox Hills in Connaught; and Slieve-Glah, the Newry, Divis, and Carntogher Hills in Ulster.

The area of Ireland, comprising, as already stated, 32,509½ square miles, the following Table, from the Land Tenure Commissioners' Map, showing the approximate number of square miles between the following heights, will tend to elucidate, in a brief but comprehensive manner, the nature of the surface:—

	Sq. miles.
Between sea-level and 250 feet in height, . . .	13,242½
„ 250 and 500, . . .	11,797½
„ 500 and 1,000, . . .	5,797½
„ 1,000 and 2,000, . . .	1,589½
Above 2,000 feet in height, . . .	82½

Geology.—The surface of the central and less elevated parts of Ireland exhibits, generally speaking, a vast extent of calcareous strata, occupying more than one half of the entire island. This calcareous tract stretches in one uninterrupted plain from the bay of Dublin to that of Galway; and from it sweeps around the detached hills and mountain-ridges of other and older formations, filling all the more fertile plains and valleys lying between them. In short, the interior of the country may be regarded as a basin of secondary strata enclosed within the mountain ranges—these mountain ranges consisting chiefly of primary rocks. In several places the mountain limestone attains to a considerable height. In the barony of Burrin, in the county of Clare, it attains to an elevation of 1,000 feet, and at Truskmore, near Sligo, it exceeds 2,000 feet above the sea-level.

(See the outline of the mineral structure of Ireland in the Appendix.)

The principal minerals are coal,

iron, copper, and lead. The coal formations are met with in various parts of the island, and to considerable extent; but those in operation, worthy of notice, may be limited to four—the Castlecomer field in the counties of Kilkenny and Carlow; Slieve-Ardagh, in the county of Tipperary; Arigna in the county of Roscommon; and Coal Island in the county of Tyrone. Comparatively speaking, the amount of coal produced collectively in these mines is but very trifling, and the coal of the first two named is of the anthracite, which burns without flame, and of the latter two, bituminous, or flaming coal.

Iron ore has been generally found in the localities of coal, and was smelted in a limited way while sufficient timber for fuel existed, and latterly, but for a short time, on a small and unprofitable scale, with coal as fuel, at the Arigna mines above referred to. At present, however, there are no iron mines working in Ireland.

There are six copper mines in operation, with which sulphur ore is generally associated—Knockmahon, in the county of Waterford; Ballymurtagh, Cronebane and Tigronney, Cormorree and Ballygahan in the county of Wicklow; and Allihies in the county of Cork.

There are six lead mines at work—Lugganure and Glenmalur, in the county of Wicklow; Barristown, in the county of Wexford; Corlig, in the county of Down; Shallee, in the county of Tipperary; and Bantry, in the county of Cork.

Botany.—As might naturally be expected, from the proximity of Ireland to Britain, as well as from the similarity of their geographical positions, the vegetable productions of the former differ but little from those of the latter. Among the more remarkable plants, however, which are peculiar to Ireland, as compared with Great Britain, may

be noticed, among the shrubs, the common arbutus (*arbutus unedo*), the upright or Florence-court yew, and several species of heath. There are also among the humbler tribes, several species of saxifrage, several grasses, ferns, lichens, and seaweeds peculiar to the island.

(See brief view of the Botany of Ireland in the Appendix, to which are added some observations on its Zoology.)

Rivers.—The rivers are numerous. Among the more important are the Shannon, the Moy, and the Erne: these discharge themselves into the Atlantic on the western coast, the former being one of the most important channels of communication in the United Kingdom. The Blackwater, Suir, Nore, and Barrow, all large streams, and the Lee and Bandon, which, though smaller, are, at their estuaries, of commercial importance, discharge their waters into the Atlantic on the south coast; the Slaney, Liffey, and Boyne, are the larger streams which empty themselves into St. George's Channel and the Irish Sea; and the Bann and the Foyle are the largest rivers which carry their waters to the North Channel. The extent of country which forms the basin whence each of the principal rivers derives its supply is as follows:—

	Sq. miles.
Shannon,	4,544
Barrow, Nore, and Suir,	3,400
Galway, including Loughs Corrib and Mask,	1,374
Erne,	1,585
Foyle,	1,476
Bann and Maine,	1,266
Blackwater, S.,	1,219
Boyne and Blackwater,	1,086
Moy,	1,033
Slaney,	815
Lee,	785
Liffey,	668
Blackwater, N.,	626
Maine and Inney,	511
Peale and Gale,	479
Roughy,	476
Oveca,	281

	Sq. miles.
Bandon,	228
Lagan,	227
Avonmore,	200

(See the Appendix for an ample enumeration and description of all the smaller rivers.)

Loughs.—A mere enumeration of all the inland loughs, sea bays, and islands of Ireland would, in this place, far exceed our limits; they will all, however, be noticed at length, in the course of the work, and a tabular statement will be given at the end of the book in which the areas and other particulars will be noticed. We may here, nevertheless, observe, that Lough Neagh covers an area of 98,130 acres; Lough Corrib, 43,484; Upper and Lower Lough Erne, 36,923; Lough Derg, 29,570; and Lough Mask, 22,219.

Islands.—The islands and islets which belong to Ireland, amounting to 196, lie chiefly along the coast. The following are the larger: Clear, Bear, Dursey, Valentia, Blasket, Arran (North and South), Inishbofin, Inishturk, Clare, Achil, Rathlin, Lambay, and the larger Saltee Island; the others, as regards area, being of little importance.

Climate.—The climate, generally speaking, is more temperate than that of Britain; the summers are not so hot, nor are the winters so cold. It is generally supposed that more rain falls in Ireland than in the central and eastern parts of England and Scotland; but, until these few years past, the registries of the quantities of rain that fell annually in different parts of the island, have been so inaccurately kept, that no data were obtainable on which to form accurate conclusions or fair comparisons. These matters, however, are now conducted in a much more regular and scientific manner; and it is only by long-continued, carefully-conducted, and accurately-registered observations that the

average quantity of rain that falls annually can be correctly ascertained. The following observations, however, will serve to show what has already been accomplished in this department of science.

"The mean quantity of rain falling in the under-mentioned localities, exhibits Dublin as the driest, and Cork as the wettest locality in which the observations were made.

	Observer.	Quantity.	Average of Years.
Dublin, . .	Apjohn .	30·87	6
Belfast, . .	Portlock .	34·96	6
Castletomer, .	Aher .	37·80	18
Cork, . .	Smith .	40·29	6
Cork, Royal Institution,		36·03	6
Derry, . .	Sampson .	31·12	7

Sir Robert Kane is of opinion, that we may safely estimate the average quantity of rain which falls over the entire surface of Ireland at 36 inches; and the entire mass precipitated every year at 100,712,631,640 cubic yards.

The heat of the seasons in London, as compared with their heat in Dublin, is estimated as follows by Dr. Robinson:—

	London.	Dublin.
Winter . . .	1·00	1·45
Spring . . .	3·00	2·14
Summer . . .	5·00	4·68
Autumn . . .	8·00	3·80
	12·00	12·07

During a period of 40 years, around Dublin, the east, north-east, and south-east winds were to the west, south-west, and north-west, as 3 to 4 in spring, as 2·7 to 5·2 in summer, as 1·8 to 4·8 in autumn, and 2·3 to 4 in winter. According to the memoir of the Ordnance Survey, the ratio of the winds was, north 295, south 398, east 283, west 1,005, north-west 737, north-east 265, south-west 599, and south-east 454. In a general view for the whole kingdom, south-west winds prevail in winter; west winds in summer and autumn;

and east, north-east, south-east, and north winds in spring. The range of the barometer at Cork is 1·9, at Limerick and Londonderry 2, at Dublin 2·3, and at Belfast 2·5. On an average of 12 years, the medium number of fine days in a year is 126.

In proof, however, of the mildness of the climate, it is well known that in the great cattle-rearing districts, the animals, except the stall-fed, were, until of late years, and under the improved system of farming, seldom housed during the winter months; and that in sheltered places, along the southern coast, myrtles, olives, camellias, tea-trees, magnolias, cedars of Goa, tree-rhododendrons, and various other shrubs, natives of the Cape, China, Japan, and Australia, flourish; while, at the same time, owing to the humidity of the atmosphere during the autumnal months, seeds, both agricultural and horticultural, ripen much better in various parts of England and Scotland, and thence the principal supplies of these articles are obtained.

These facts have been noticed by early writers on Ireland, and among others, by Giraldus Cambrensis, who states, that it is more fruitful of pastures than of fruits, and of straw than of grain.

Soils.—In respect to soil merely, Ireland is considered one of the richest countries in Europe. The richer tracts of the South are the central parts of Tipperary and Limerick, with a small portion of Clare; in the midland counties, portions of Kilkenny, Carlow, Kildare, and Westmeath; in the eastern district, the greater part of Dublin, Meath, and a part of Louth; in the West, the central part of Roscommon; and in the North, the lower parts of Armagh and Down.

The soils, generally speaking, are not so various as in England, there

are but limited areas of the chalky soils, of the heavy retentive clayey lands, and of the light sandy soils, common to various parts of England.

The principal tracts of deep peat moss, or deep bog, as it is termed in Ireland, generally occupy the interior and lower parts of the island, and they have been estimated to amount to 1,576,000 acres.

Political Divisions.—Ireland is divided into the four provinces of Leinster, Munster, Ulster, and Connaught.

These are subdivided into 32 counties, besides the eight small exempt jurisdictions of Dublin, Cork, Kilkenny, Limerick, Waterford, Carrickfergus, Drogheda, and Galway; the first five of which are styled counties of cities, the remaining three, counties of towns. The counties are divided into 316 baronies, and again into 2,422 parishes. The smallest political divisions are called townlands, and in some parts ploughlands.

For rental, revenue, agricultural produce, poor-laws, commerce, manufactures, banking, fisheries, canals, railroads, ecclesiastical divisions, population, judicial, military, and police establishments, and all the other more important matters which come under the head of political economy, see tabular statements in Appendix, and *Thom's Almanac*, from which they are permissively taken.

Tourists visiting Ireland, from whatever part of Britain they may sail, generally land either in Dublin, Waterford, Cork, or Belfast, Kingstown being, from its proximity, here included under Dublin. The passage from Holyhead to Kingstown is generally performed, under ordinary circumstances, in 4½, and from Liverpool in 12 hours; from Fleetwood to Belfast in 12 hours; from Ardrossan to Belfast in 7; and from Glasgow in 10 hours. From Glasgow to Dublin the passage is made

in 16 hours; and from Portpatrick to Donaghadee the trip was usually performed in 2½ hours, but the steamers are now withdrawn from that passage.

From Holyhead to Kingstown there are three steamers daily, which run in connexion with the trains from Chester, except on Sundays, when only the two mail boats ply; from Liverpool one daily, Sundays excepted; from Fleetwood to Belfast there are steamers four days in the week, in connexion with the trains from Liverpool, Manchester, &c.: from Ardrossan to Belfast three days, and from Glasgow to Belfast the mail packet daily, Sundays excepted.

Steamers, carrying passengers, also sail at more remote though regular periods, from Liverpool to Cork, Waterford, Wexford, Drogheda, Dundalk, Newry, Londonderry, and Sligo; from Bristol to Cork, Waterford, and Dublin; from Glasgow to Cork, Dublin, Belfast, Londonderry, and Sligo; and to and from various other ports in the two islands.

(For further particulars, see *Bradshaw's Monthly General Railway and Steam Navigation Guide*.)

Whilst the coast scenery of Ireland is generally striking, the more beautiful parts along its eastern shores, are the Bay of Dublin, Belfast and Carlingford Loughs—the latter being the arm of the sea running up to Newry. And, in crossing from Holyhead to Kingstown, the mountains of Caernarvon will scarcely have receded from the sight, ere those of Dublin and Wicklow rise on the view; and though those of the latter are not so elevated, so grand, nor so diversified in their outline as that magnificent assemblage of Silurian mountains of which the lofty Snowdon is the axis, yet they are everywhere beautiful, in many places highly picturesque, and add, in no small degree, to the beauties of the

far-famed Bay of Dublin. Commencing with Bray-head, they run for a considerable distance along the Bay, and thence stretching far southwards, are lost in the distant horizon.

The Bay itself is circular in outline, and from Killiney hill, which defines it on the south, to the promontory of Howth, which limits it on the north, the breadth is six miles, its length being four miles. All this fine scenery is seen in its best point of view when about two miles from the shore.

As some tourists may, on landing at Kingstown, prefer to remain for some time in that lovely vicinity, instead of proceeding directly to Dublin, we shall here only remark, (including the remainder of our observations on Kingstown and its neighbourhood under the Environs of Dublin,) that there are the following comfortable hotels close to the Dublin and Kingstown Railway Station, which is only about 130 yards from the place where the Dublin and Holyhead steam packets land their passengers—viz.:—The Royal Hotel (Hayes'), Gresham

Terrace; the Anglesea Arms (borne's); Quay Road, and Mars at Salt Hill.

The packet and railway stations being only about 130 yards apart, porters, for the transfer of luggage at regular and moderate charges, are always in attendance,—trains running every half-hour, and permitting the trip in that space of time regular and well-appointed cars to the city terminus, awaiting the arrival, the tourist may find himself comfortably situated in one of the metropolitan hotels which may have selected, within an hour from the time he sets his foot on shore.

The railway to Dublin is carried along the strand from Kingstown to Merrion, a distance of three miles, and thence, through the suburbs and a small portion of the city, to the Dublin Terminus in Westland-row. From the strand division of the railway, beautiful views are obtained of the Bay of Dublin, the promontory of Howth on the north, and the suburbs on the south, which lie adjacent to the railway.

DUBLIN CITY.

Before entering on our general description, particular notices, or historical account of the city, we deem it advisable to place before the stranger, in what may be considered the natural order of his requirements, the following tabular lists of carriage fares, hotels, banks, and public offices; places of worship, business, and amusement; medical, literary, and scientific institutions, &c., &c.; to bring what is most likely to interest him prominently into view, and to place them, as it were, before him in a tangible shape, so that whatever may be the nature of his business, the objects of his inquiry, or the bent of his mind, the existence and

locality of the place may be readily ascertained. And, with a view to aid him in tracing their localities, as well as to enable him to comprehend, in the quickest way, the more remarkable features of the metropolis, it is hoped that the small, but correct, map of Dublin, with the other enlarged charts of the more interesting portions of the city, which we have here interleaved, will be found useful; maps being, generally, the first matter of reference, with all those who, on their first visit to any country or city, are anxious to become acquainted with the physical, political, fiscal, and social conditions thereof.

And, as the only way of under-

standing the nature of the soil, the scenery, and the features of a country, so as either to describe or to obtain a knowledge of it, is by traversing it in various directions, so, the only mode of acquiring a knowledge of a city is by perambulating its streets, examining its buildings, its arrangements, and its general economy.

The first thing a traveller requires, on reaching a strange place, is to be comfortably and conveniently lodged; with this view we commence our lists with the principal hotels—distinguishing those on the South, from those on the North side of the city—the river Liffey, which flows through its centre, being the intermediate limit.

ON THE SOUTH SIDE.

Morrison's, 1, Dawson-street.
The Shelbourne, 27, to 30, Stephen's-green, North.
Elvidge's, 46, Kildare-street.
Hibernian, 48, Dawson-street.
Tutill's, 51, Dawson-street.
Macken's, 12, Dawson-street.
Jury's, 6, 7, & 8, College-green.
Anderson's, 33, College-green.
Jude's, 13, Grafton-street.
Gilbert's, 5, Westland-row.
Commercial, Suffolk-street.
Portobello Grand Canal Hotel, Portobello.

The principal Hotels on the NORTH SIDE are

The Bilton, 56, Upper Sackville-street.
Gresham, 21 & 22, Upper do. do.
Imperial, 21 & 22, Lower do. do.
Reynolds's, 12, Upper do. do.
Abbott's, 2, Prince's-street.
Northumberland Buildings, Eden-quay.
Enniskillen, 1, Upper Dorset-street.
Walsh's, 1 & 2, Bolton-street.
Verdon's, 26, 27, & 28, Talbot-street.
The Albert, 4, Lower Dominick-street.
Coffey's 11 & 12, Upper do. do.

OMNIBUS ROUTES.

There are only three omnibus routes. They commence in the morning and continue regularly at stated hours until evening—all the

“busses” starting from and returning to the General Post Office.

1st Route—To Roundtown: passing through Westmoreland and Grafton streets, Stephen's-green West, Harcourt and Richmond streets, Rathmines and Rathgar roads.

2nd Route—To Dundrum: to Harcourt-street, as above, then Charlemont-street, Ranelagh, and Clonskeagh.

3rd Route—To Dollymount: passing through North Earl, Talbot, and Amiens streets, North Strand, and Clontarf.

HACKNEY CARRIAGES.

We subjoin the fares and regulations of one-horse cars, being the only hackney carriages which are in general use, and of those, whether open or covered, the fares are the same.

We may add, that hackney carriages, with two horses, can be hired, if required; the fares and rates of which can be learned at the different hotels.

CAR FARES WITHIN THE BOROUGH.

For a direct drive, and without any delay, from any one place to another, within the municipal boundary, with not more than two passengers and 42 lbs. of luggage, —*sixpence*.

For two to four persons, with the same weight of luggage, and returning, if the delay does not exceed fifteen minutes—*tenpence*.

Hackney carriages may be engaged by time, either within or beyond the municipal boundary of Dublin, not exceeding the distance of seven Irish miles from the Circular-road, at the rate, for the first hour of *one shilling*; for every half hour commenced after the first—*sixpence*.

But no hackney carriage is bound to a time engagement within the municipal boundary of Dublin, beyond five consecutive hours, except by agreement.

**FARES BEYOND, OR PARTLY WITH-
IN AND PARTLY BEYOND THE
BOROUGH.**

For a drive from any place within the municipal boundary of Dublin, to any place beyond the same, or for a drive beyond the same, and in both cases returning with the employer, provided there be not a delay of more than thirty minutes, for every statute mile actually travelled with employer—*fourpence*.—(i.e., fourpence per mile for every mile travelled from the place of starting to the place of destination; the same to be paid for every mile travelled on return.)

For the same, but not returning with the employer, for every statute mile actually travelled with the employer—*sixpence*.

For every half mile, statute measure, commenced after the first mile, one-half of the above rates, in either of the two cases immediately preceding.

Employers detaining such hackney carriages in waiting beyond thirty minutes, to pay for every quarter of an hour of detention, commenced—*threepence*.

Hackney carriages are not bound to go beyond seven miles from Circular-road.

Distances to be reckoned from the place at which the car is hired.

Drivers of such hackney carriages shall be at liberty, when hired by time, to demand payment for one hour of such hiring in advance.

All hackney carriages to travel at the rate of five miles per hour, at the least.

The drivers of hackney carriages are required to have with them a book, containing the fares appointed to be taken for the hire of such carriage.

**GENERAL POST-OFFICE REGULA-
TIONS.**

Letters for delivery in the city should be in the Post-office before the following hours:—7 A.M.,

9 A.M., 12 noon, 2 P.M., 4 P.M., and 6 P.M.

For delivery in the Suburbs—7 A.M., and 2 P.M.

Provinces and Scotland—6 P.M.

England—12 A.M., and 6 P.M.

Receiving Houses—The Mail bags are despatched at the following hours:—7 30 A.M., 11 A.M., 1 P.M., 3 P.M., 4 30 P.M., 5 P.M., and 8 P.M.

Letters for the Provinces and Scotland should be lodged in the Receiving Houses before 5 P.M., and for England, before 11 A.M., and 5 P.M.

BANKS.

Bank of Ireland, College-green.

Provincial Bank of Ireland, William-st.

National Bank of Ireland, College-green.

Royal Bank of Ireland, Foster-place.

La Touche and Co.—Bank, Castle-street.

Boyle, Low, Pim, and Co.—Bank, College-green.

Hibernian Bank, Castle-street.

Ball and Co.—Bank, Henry-street.

Belfast Bank Notes, Payable in Dublin by the Bank of Ireland.

Northern Bank Notes, Payable in Dublin by the Bank of Ireland.

Ulster Bank Notes, Payable in Dublin by the Royal Bank of Ireland.

THEATRES, &c.

The regular places of public amusement are, the Theatre Royal, in Hawkins-street, and the Queen's Theatre in Great Brunswick-street, The Music Hall in Abbey-street, which is sometimes used for equestrian performances; in Great Britain-street, the Rotundo, at which public meetings, balls, exhibitions, &c., are held, lectures on literary and scientific subjects delivered, and, during the summer months, in the Garden attached to the building, promenades, enlivened by military bands, fire-works, and other entertainments are given; and at Portobello Gardens there are also, during the summer months, similar entertainments on a much larger scale, and more on the plan of the entertainments given at the Cremorne and other public Gardens in London.

**LIST OF THE OFFICES OF THE
PRINCIPAL GOVERNMENT
DEPARTMENTS.**

CIVIL DEPARTMENT.

His Excellency the Lord Lieutenant—
town residence, Dublin Castle; country
residence, Phoenix Park.
The Right Honourable the Chief Secretary
of Ireland—residence, Phoenix Park;
Office, Dublin Castle.
The Under Secretary for Ireland—resi-
dence, Phoenix Park; Office, Dublin
Castle.
General Post-office, Sackville-street.
Inland Revenue, Stamp, and Excise Of-
fices—Custom House.
Customs—Offices, Custom House.
Land Revenue Office, Custom House.
Paymaster of Civil Services' office, Dublin
Castle.
Office of Arms, Dublin Castle.
Board of Public Works—office, Custom
House.
Commissioners for administering the Laws
for the relief of the Poor—office, Custom
House.
Board of National Education—office,
Marlborough-street.
Commissioners of Education for Endowed
Schools—office, 8, Clare-street.
Metropolitan Police—office, Lower Castle-
Yard.
Revenue Police—office, Custom House.
Constabulary Force of Ireland—office,
Dublin Castle.
Coast Guard office, Custom House.
Valuation of Ireland—office, 2, Fitz-
william-place.
General Register Office for Marriages in
Ireland, King's Inns, Henrietta-street.
Ecclesiastical Commissioners—office, 22,
Upper Merrion-street.
Commissioners of Charitable Donations
and Bequests—office, 35, Lower Gar-
diner-street.
Record Office of Court of Chancery—Rolls
office, Four Courts.
Ordnance Office, Civil Branch, Lower
Castle Yard.
Ordnance Survey—office, Mountjoy Bar-
rack, Phoenix Park.
Census of Ireland—office, Henrietta-street.
Inspectors-General of Prisons—office,
Dublin Castle.
Inspectors of Lunatic Asylums—office,
Dublin Castle.

General Board of Health—office, 26,
Lower Baggot-street.
Conservators of Fisheries, Dublin District
—office, 31, Upper Abbey-street.

MILITARY DEPARTMENT.

Commander-in-Chief and Staff of Ireland
—Royal Hospital, Kilmainham.
Adjutant General's office, Royal Hospital.
Quarter-Master General's office, Dublin
Castle.
Ordnance Office, Lower Castle Yard.
Royal Hospital, for ancient and maimed
soldiers—Kilmainham.
General Military Hospital, Phoenix Park.
Army Medical Department, 5, Dame-st.
Military Prison, Arbour Hill.
Royal Hibernian Military School, Phoenix
Park.

BARRACKS.

Royal Barracks, Cavalry and Infantry—
Barrack-street.
Castle Barracks, Infantry—Great Ship-
street.
Aldborough House, Infantry Barracks—
North Circular-road.
Richmond Infantry Barracks—near Kil-
mainham.
Portobello Cavalry Barracks—Portobello.
Island-bridge Infantry Barracks—Sarah
Bridge.
Beggars Bush Infantry Barracks—South
Circular-road.
Artillery and Infantry Barracks—Pigeon
House Fort.

PRISONS.

County of Dublin Gaol—Kilmainham.
Newgate—Green-street.
Richmond Bridewell—South Circular-
road.
Smithfield Convict Depôt.
Mountjoy Model Prison—North Circular-
road.
Richmond Female Penitentiary—Grange-
gorman-lane.
Marshalsea of the Four Courts—Thomas-
street.

MUNICIPAL ESTABLISHMENTS.

Corporation of Dublin, Mansion House,
Dawson-street.
City Assembly House, Royal Exchange.
Office of Collector General of Rates—
43, Fleet-street.
Marine Board for the Port of Dublin, 28,
Sir John Rogerson's Quay.

Pipe Water Department, Royal Exchange.
Paving, Lighting, and Cleansing Department, Royal Exchange.

Corporation for preserving and improving the Port of Dublin—office, Westmoreland-street.

Court of Conscience, Royal Exchange.

North Dublin Poor-Law Union, Constitution Hill.

South Dublin Poor-Law Union, Mount-Brown.

PRINCIPAL COMPANIES IN THE CITY CONNECTED WITH TRADE AND COMMERCE.

Chamber of Commerce, Commercial Buildings, Dame-street.

Ouzel Galley Society, 15, North Great George's-street.

Commercial Buildings Company of Dublin, Dame-street.

Corn Exchange Company, Burgh-quay.

Hibernian Gas Light Company, 2, Foster-place.

Alliance and Dublin Consumers' Gas Company, 50, Dame-street.

LAW COURTS, &c. &c.

High Court of Chancery, Four Courts, Inns-quay.

Court of Queen's Bench, Four Courts, Inns-quay.

Court of Common Pleas, Four Courts, Inns-quay.

Court of Exchequer, Four Courts, Inns-quay.

Court of Exchequer Chamber, Four Courts, Inns-quay.

High Court of Delegates, Four Courts, Inns-quay.

High Court of Admiralty, Four Courts, Inns-quay.

Court of Bankruptcy, Four Courts, Inns-quay.

Prerogative Court, Henrietta-street.

Court of Commissioners for the Sale and Transfer of Incumbered Estates in Ireland—offices, Henrietta-street.

Consistorial Court of Dublin, Henrietta-street.

Court for the relief of Insolvent Debtors, 8, Lower Ormond-quay.

County Quarter Sessions Court, Kilmainham.

City Civil Bill Court, Sessions House, Green-street.

City Record Court, Green-street.

Law Courts Writ Office, Inns-quay.

Taxing Office for the three Law Courts, Four Courts, Inns-quay.

Office for the Registration of Judgments, &c., Four Courts, Inns-quay.

Office for Registering Deeds, Henrietta-street.

King's Inns, Henrietta-street.

LITERARY AND SCIENTIFIC INSTITUTIONS.

Dublin University, Trinity College.

Magnetical Observatory, Trinity College.

Astronomical Observatory of Trinity College, Dunsink.

The Queen's University in Ireland—Office, Castle-yard. The colleges forming the Queen's University are in Cork, Belfast, and Galway.

The Royal College of St. Patrick, Maynooth. The Diocesan Colleges in connexion with same are in Tuam, Carlow, Armagh, Thurles, Kilkenny; and the other Roman Catholic Colleges are the Missionary College of All Hallows, near Drumcondra; and the Jesuit College of Clongowes, near Clare, County of Kildare.

SCHOOLS OF MEDICINE AND SURGERY.

King and Queen's College of Physicians in Ireland—The Hall, Sir Patrick Dunn's Hospital.

Association of the Fellows and Licentiates of the King and Queen's College in Ireland—The Hall, Sir Patrick Dunn's Hospital.

School of Physic in Ireland—Lectures delivered in the Medical Lecture Rooms, Trinity College.

Royal College of Surgeons, Stephen's-green, West.

School of Surgery, under the direction of the Royal College of Surgeons, Stephen's-green, West.

Dublin School of Medicine, Peter-street.

Carmichael School of Medicine and Surgery, North Great Brunswick-street.

Original Theatre of Anatomy and School of Medicine, &c., Peter-street.

Obstetrical Society, Rotundo.

Apothecaries' Hall, Mary-street.

School of Medicine of the Apothecaries' Hall, Cecilia-street.

MEDICAL HOSPITALS, INFIRMARIES, DISPENSARIES, AND ASYLUMS.

City of Dublin Hospital, Upper Baggot-street.
 Cow Poek Institution, 67, Upper Sackville-street.
 Doctor Steevens' Hospital, Steevens'-lane.
 Fever Hospital and House of Recovery, Cork-street.
 Hardwicke Fever Hospital, North Brunswick-street.
 Hospital for Incurables, Donnybrook-road.
 Institution for the Treatment of Children, Pitt-street.
 Lying-in-Hospital, for the Relief of Poor Women, Great Britain-street.
 Lying-in-Hospital, (Anglesea,) General Dispensary, and Ophthalmic Infirmary, Peter-street.
 Lying-in-Hospital and Dispensary, 24, Arran-quay.
 Lying-in-Hospital and Dublin Ophthalmic Infirmary, Coombe.
 Lying-in-Hospital & Dispensary, George's-street, Kingstown.
 St. Mark's Ophthalmic Hospital and Dispensary for Diseases of the Eye and Ear, Lincoln-place, Park-street.
 Maison de Santé, for respectable persons who are unable to command the services of the Physician or Surgeon, Drumcondra.
 Mercer's Hospital, William-street.
 Meath Hospital and County Dublin Infirmary, Long-lane, Stamer-street.
 Sir Patrick Dunn's Hospital, Grand Canal-street.
 Richmond Surgical Hospital, North Brunswick-street.
 Sick Poor Institution, Meath-street.
 St. Vincent's Hospital and Dispensary, Stephen's-green, East.
 Whitworth Hospital, Drumcondra.
 Westmoreland Lock Hospital, Townsend-street.

INFIRMARIES.

Charitable Infirmary, Jervis-street.
 Military Infirmary, Phoenix Park.
 National Infirmary for curing Diseases of the Eye, 12, Cuffe-street.

DISPENSARIES.

Talbot General Dispensary, North Brunswick-street.

Netterville General Dispensary, Blackhall-street.

North Dublin Union Dispensaries.

No. 20, Coleraine-street.
 14, Mabbot-street.
 26, Queen-street.

South Dublin Union Dispensaries.

Meath-street.
 14, Peter-street.
 Grand Canal-street.

ASYLUMS.

St. Patrick's Hospital for Lunatics and Idiots.
 Richmond District Lunatic Asylum.

INSTITUTIONS FOR THE PROMOTION OF LITERATURE, SCIENCE AND ART.

The Royal Irish Academy, Dawson-street.
 The Royal Dublin Society, Kildare-street.
 The Royal Agricultural Improvement Society, Sackville-street.
 The Royal Horticultural Society, 79, Grafton-street.
 The Royal Zoological Society, Phoenix Park.
 The Royal Hibernian Academy of Painting, Lower Abbey-street.
 Geological Survey of Ireland, 51, Stephen's-green.
 Museum of Irish Industry, 51, Stephen's-green.
 Geological Society of Dublin, Trinity College.
 Dublin Natural History Society, 41, Upper Sackville-street.
 Irish Archaeological Society, 114, Grafton-street.
 Dublin University Philosophical Society, Trinity College.
 Dublin College Historical Society, Trinity College.
 Dublin Library Society, D'Olier-street.
 Primate Marsh's Public Library, South Patrick's-close.
 Dublin Oratorical and Literary Institute, 54, Upper Sackville-street.
 Legal and Historical Debating Society, Commercial Buildings.
 Dublin Mechanic's Institute, Lower Abbey-street.
 Dublin Statistical Society, Royal Dublin Society House.
 Royal Institute of Architects, Custom House.
 Royal Institute of Civil Engineers, Custom House.

BOTANICAL AND ZOOLOGICAL GARDENS.

The Royal Dublin Society's Botanical Garden, Glasnevin.
 Trinity College Botanical Garden, Ball's Bridge.
 The Zoological Society's Garden, Phoenix Park.

PRINCIPAL EDUCATIONAL ESTABLISHMENTS.

National Board of Education—Schools, Marlborough-street.
 Incorporated Society for Promoting Protestant Schools in Ireland, 55, Aungier-street.
 Hospital and Free School of Charles II., Oxmantown, commonly called the Blue Coat Hospital.
 Royal Hibernian Military School, Phoenix Park.
 Erasmus Smith's Schools—Board-room of Commissioners, 11, Kildare-street.
 Society for Promoting the Education of the Poor in Ireland, Kildare-place.
 Church Education Society for Ireland, 86, Dawson-street.
 Sunday School Society for Ireland, 17, Upper Sackville-street.
 Institution for the Sons and Orphans of the Irish Clergy, Lucan.
 National Institution for the Deaf and Dumb, Claremont.
 Catholic Institution for the Deaf and Dumb—Female department, St. Mary's, Cabra; Male department, St. Joseph's, Prospect.
 Richmond National Institution for teaching the Blind, 41, Upper Sackville-street.
 Molyneux Asylum for Blind Females, Peter-street.

In addition to the above, there are upwards of forty Schools, and as many Benevolent Institutions, supported by voluntary subscription, in various parts of the city.

BIBLE AND RELIGIOUS SOCIETIES.

Hibernian Bible Society, 10, Upper Sackville-street.
 Irish Trinitarian Bible Society, 17, Upper Sackville-street.
 Hibernian District of the Church Missionary Society, 17, Upper Sackville-street.

Hibernian Auxiliary to the London Missionary Society, 32, Lower Abbey-st.
 Irish Auxiliary to the London Society for Promoting Christianity among the Jews, 17, Upper Sackville-street.
 Religious Tract and Book Society for Ireland, 23, Upper Sackville-street.
 Ladies' Association, Auxiliary to the Irish Society, 17, Upper Sackville-street.
 Primitive Wesleyan Methodist Home Missionary Society.
 Hibernian Wesleyan Methodist Missionary Society, 28, Lower Gloucester-street.
 Parochial Visitor's Society, 20, Peter-street.
 Scripture Reader's Society for Ireland, 27, Lower Pembroke-street.
 Incorporated Society for Promoting English Protestant Schools in Ireland, 55, Aungier-street.
 Irish Unitarian Christian Society, 66, Great Strand-street.

The Places of Worship of all the different Religious Denominations in Dublin, are—

ESTABLISHED CHURCH.**CATHEDRALS.**

Holy Trinity, or Christ's Church Cathedral, Christ's Church-place.
 St. Patrick's Cathedral, Patrick-street.

PARISH CHURCHES.

St. Andrew's, St. Andrew's-street.
 St. Anne's, Dawson-street.
 St. Audoen's, Audoen's-arch.
 St. Bridget's, Bride-street.
 St. Catherine's, Thomas-street.
 St. George's, Hardwicke-place.
 St. James's, James's-street.
 St. John's, Fishamble-street.
 St. Luke's, Coombe.
 St. Mark's, Mark-street.
 St. Michan's, Church-street.
 St. Michael's, High-street.
 St. Nicholas Within, Nicholas-street.
 St. Nicholas Without, Patrick's-close.
 St. Paul's, King-street.
 St. Peter's, Aungier-street.
 St. Thomas's, Marlborough-street.
 St. Werburgh's, Werburgh-street.

EPISCOPAL CHAPELS.

* Bethesda, Dorset-street.
 Castle, Lower Castle-yard.

Those marked thus * are Proprietary Chapels.

College, Trinity College.

Old George's, Lower Temple-street.

St. Kevin's, Kevin-street.

St. Mary's, Mountjoy-street.

Free Church, Great Charles-street.

• St. Stephen's, Upper Mount-street.

• Episcopal Chapel, Upper Baggot-street.

Grangegorman, Phibsborough.

Swift's Alley.

• Trinity Church, Lower Gardiner-street.

• Mariner's, Forbes-street.

• St. Matthias's, Wellington-square, Adelaide-road.

• Harold's-cross Church.

ASYLUM CHAPELS.

• Magdalen, Leeson-street.

• Molynaux Asylum for Blind Females, 34, Peter-street.

• Dublin Female Penitentiary, North Circular-road.

HOSPITAL CHAPELS.

King's, Oxmantown.

Lying-in, Britain-street.

Royal, Kilmainham.

Stevens', Stevens'-lane.

CHAPELS IN CONNEXION WITH SCHOOLS.

Hibernian, Phoenix Park.

Marine, Sir John Rogerson's-quay.

North Strand Episcopal Chapel, and Sunday and Daily Schools.

Female Orphan House, North Circular-road.

ROMAN CATHOLIC PARISH CHURCHES.

St. Andrew's, Westland-row.

St. Audoen's, High-street.

St. Catherine's, Meath-street.

St. James's, James's-street.

St. Mary's Church of the Conception, Marlborough-street—The Metropolitan Church.

St. Michael's and St. John's, Exchange-street.

St. Michan's, North Anne-street.

St. Nicholas's, Francis-street.

St. Paul's, Arran-quay.

ROMAN CATHOLIC RELIGIOUS ORDERS.

Church of St. Francis Xavier, Upper Gardiner-street.

Augustinians, John-street.

Carmelite Calced, Whitefriar-street.

Carmelite Discalced, Clarendon-street.

Capuchins, Church-street.

Dominicans, Denmark-street.

Franciscans, Merchants'-quay.

CHRISTIAN BROTHERS.

Richmond-street.

Francis-street.

CONVENTS.

CARMELITE.

St. Teresa, Warrenpoint.

Immaculate Conception, North William-street.

Tranquilla, Rathmines.

Mount Carmel, Blackrock.

St. Joseph's, Ranelagh.

Assumption, Firhouse.

Incarnation, Blanchardstown.

Immaculate Heart of Mary, Delgany.

St. Clare, Harold's-cross.

St. Mary's, Cabra.

PRESSENTATION.

George's-hill.

Richmond.

SISTERS OF ST. DOMINICK.

Sion-hill, Cross-avenue, Booterstown.

SISTERS OF CHARITY.

Stanhope-street.

Upper Gardiner-street.

Stephen's-green.

Donnybrook.

Sandymount.

St. Mary's Mount, Harold's-cross.

SISTERS OF MERCY.

Lower Baggot-street.

Booterstown.

LORETTO.

Bray.

Rathfarnham.

Baymount Castle, Clontarf.

43, North Great George's-street.

53, Stephen's-green.

Dalkey.

PRESBYTERIAN CHURCHES.

IN CONNEXION WITH THE GENERAL ASSEMBLY.

Mary's-abbey.

Upper Ormond-quay.

Adelaide-road.

Gloucester-street.

IN CONNEXION WITH THE PRESBYTERY OF MUNSTER.

Lower Abbey-street.

Strand-street.

Eustace-street. } Unitarian.

INDEPENDENT MEETING-HOUSES.

King's Inn-street.

Kilmainham.

Plunket-street.

York-street.

WESLEYAN METHODIST CHAPELS.

Stephen's-green, South.
Lower Abbey-street.
Hardwicke-street.
Hendrick-street.
Lombard-street.
Cork-street.
Ranelagh and Ringsend.

PRIMITIVE WESLEYANS.

South Great George's-street.
Langrishe-place.
Brown-street.

BAPTIST CHAPEL.

Lower Abbey-street.

MORAVIAN MEETING-HOUSE.

Bishop-street.

WELCH CHAPEL.

Talbot-street.

QUAKER MEETING-HOUSE.

Eustace-street.

JEW'S SYNAGOGUE.

Mary's Abbey.

CLUB HOUSES.

Kildare-street Club, 6, Kildare-street.
Friendly Brothers', 15, Upper Sackville-street.
Sackville-street Club, 59, Upper Sackville-street.
Dublin University Club, 17, Stephen's-green, North.
Hibernian United Service Club, 8, Stephen's-green, North.
Stephen's-green Club, 9, Stephen's-green, North.
Leinster Club, 29, Clare-street.
Law Club, 13, Dame-street.
Turf Club, Club House, Kildare.
Royal St. George's Yacht Club, Kingstown.
Royal Irish Yacht Club, Kingstown.

MUSICAL SOCIETIES.

Anacreontic Society, Rotundo.
Philharmonic Society, Great Brunswick-street.
University Choral Society, Committee-rooms, 27, Trinity College.
Hibernian Catch Club, 7, Westmoreland-street.

Society of Ancient Concerts, Hall, Great Brunswick-street.

Dublin Choral Society, New Buildings, Molesworth-street.

Dublin Madrigal Society, Ancient Concert-rooms, Great Brunswick-street.

RAILWAY, CANAL, AND STEAM-PACKET OFFICES.

Office of Great Southern and Western Railway Company—Terminus, King's-bridge.

Office of Midland Great Western Railway of Ireland—Terminus, Broadstone.

Office of Dublin and Belfast Junction Railway, 78, Talbot-street.

Office of Dublin and Drogheda Railway, Dublin—Terminus, Amiens-street.

Office of Irish South Eastern Railway—Carlow to Kilkenny—Terminus, King's-bridge.

Office of Dublin and Kingstown Railway—Terminus, Westland-row.

Office of the Chester and Holyhead Railway, 52, Westland-row.

Office of Dundalk and Enniskillen Railway, 1, Talbot-street.

Office of Dublin and Wicklow Railway, 12, Dame-street.

Office of Grand Canal Company, William-street.

Office of Barrow Navigation Company—Directors meet at Messrs. La Touche's Bank.

Office of City of Dublin Steam Packet Company, 15, Eden-quay.

Office of British and Irish Steam Packet Company, 9, Eden-quay.

Office of Dublin, Glasgow, and Cork Steam Packet Company, 31, Eden-quay.

Office of Steam Ships for Bristol, Cork, Glasgow, and Liverpool, 11, Eden-quay.

Submarine Telegraph Company—Railway Terminus, Amiens-street.

WHOLESALE MARKETS FOR THE SALE OF CATTLE AND AGRICULTURAL PRODUCE.

Cattle and Hay Market, Smithfield.

Bacon, Butter, Potato, and Hay Market, Spitalfields, Kevin-street.

Fish Market, Boot-lane.

Potato, Fowl, Eggs, and Fruit Market, Green-street.

HISTORY AND GENERAL DESCRIPTION OF THE CITY OF DUBLIN.

THE metropolis of Ireland, and the largest, most populous, and most wealthy city in the island, is situated on the shores of the beautiful bay to which it gives name, and into which the river Liffey, intersecting the city, flows. It occupies the eastern termination of the great central calcareous plain which reaches from the Irish Sea to the Atlantic; and in addition to the Liffey, is watered by the small rivers Dodder, Tolka, and Cammock; the Dodder falling into the estuary at Ringsend, the Tolka at Clontarf, and the Cammock into the Liffey under the Royal Hospital. On the south the Dublin hills, connecting with the mountains of Wicklow, form a striking feature in the landscape, under whatever modification of light they are seen, and whether viewed from the city or the bay.

Previous to the reign of Elizabeth, the town, with the exception of the public buildings, was composed of wattles and clay. In the reign of James I. stone and brick were first used in the construction of the houses; and in 1610, the entire circuit of its walls, which were wholly confined to the south side of the Liffey, did not exceed a mile. Now the length of the city from east to west, that is, from Ringsend to Kilmainham, is three and a half miles; and from north to south, that is, from Phibsborough to Portobello, two and a quarter miles. Its perimeter, following the actual limits of the buildings, is 9 miles; its area 1,800 acres, of which 700 are on the north side, and 1,100 on the south side of the river; and its municipal boundary embraces an area of 3,807 acres.

The number of tenements valued for local taxation within the municipal wards in 1851, amounted to 24,548; and the amount of their valuation £534,106.

The population, according to the

census of 1851, amounts to 254,850, being an increase since 1841, of 22,124.

The places of worship in the city, in connexion with the Established Church, are twenty Parochial, and twenty non-Parochial; those belonging to the various sects of Protestant Dissenters amount to twenty-three; and the Parochial, Conventual, and Jesuitical, appertaining to the Roman Catholic Church, to twenty,—in all eighty-four, including a small Jewish Synagogue, all of which have been enumerated.

The collegiate, literary, and scientific institutions amount to twenty-six; and the hospitals, charitable and benevolent institutions which are supported by donations and public subscriptions, amount to one hundred, which have also been enumerated. And the length of all the principal thoroughfares within the municipal boundaries, that is excluding all the narrower streets and lanes, is about forty-five miles—twenty on the north and twenty-five miles on the south side.

The estuary of the Liffey or bay of Dublin, as it is generally called, is semicircular in outline, its diameter being about seven miles; and the pier, which extends from Ringsend to the Lighthouse, a distance of three miles and a quarter, almost bisects it. The bay is bounded on the north by the suburbs and beautiful lands of Clontarf, which are finely terminated by the bold peninsula of Howth; and on the south, by the remarkable hill of Killiney, and the rich environs running thence to the city. On the south side of the bay, beyond the shores, the eye is carried over a rich variety of villas, woods, and pastures, gradually rising to the hills and mountains of Wicklow, which on that side bound the view; and on the west, the plantations which adorn

the numerous seats, appear to blend with the vast surrounding plain. These magnificent boundaries on either side, with the city in front, constitute the general outlines of the beauties of Dublin bay.

Like most of our cities, the capital boasts of high antiquity—historians claiming for it an existence of seventeen centuries, dating from the time of Ptolemy, A.D. 140, who notices a town exactly in the same parallel, supposed to be Dublin, under the name of Eblana.

It appears, from the annals of the city, that a great battle was fought in Dublin in 291, in which the inhabitants of Leinster were defeated by Fiacha Sravtine, one of the earliest monarchs of Ireland; and that about 448, St. Patrick's church was founded. In 498, the Danes entered the Liffey in a large fleet in aid of their countrymen who had previously effected a settlement, and about the year 845 they were driven out of Dublin. In the year following they regained possession, and secured themselves by additional fortifications, and in 853 by a reinforcement of Danes and Norwegians. The annals of the tenth century state, that Dublin was four times taken by the Irish, and the Danes expelled from it; but they invariably returned in strength sufficient to re-establish themselves; and that about the middle of that period the Danes in Dublin embraced Christianity, and founded Mary's Abbey. Towards the close of the tenth century their power began to decline. In 978, they were defeated at Tara by Malachy, king of Ireland, and in 999, Brian Boru, king of Munster, captured Dublin. He, however, after carrying away a considerable quantity of valuable effects, allowed the Danes to retain possession of the city.

In 1014, the celebrated battle of Clontarf was fought between the Irish, headed by Brian Boru, aided by the more powerful native chief-

tains, and the Danes, commanded by Sitric, in which the latter were totally defeated. The triumph of the conquerors was, however, lessened by the death of their leader, who received a mortal wound at the moment of victory: his son, Murchid, a number of the nobility, and eleven thousand of his soldiers, shared his fate. The Danes continued to keep possession of Dublin, and in 1038 Sitric, their king, aided by Donat, the first Danish bishop of Dublin, founded Christ Church.

In 1066, Godred Crovan, king of Man, subdued Dublin, and a great part of Leinster, over which he assumed the title of king, which, together with that of Man and of the Hebrides, he retained till his death. After his demise, the Danes again obtained possession, but towards the commencement of the twelfth century were gradually expelled. About this period, Dermot MacMurrough, king of Leinster, exercised supreme authority in the city, which he retained until the commencement of the reign of Roderic O'Connor, king of Ireland, who was recognised as king of Dublin by the inhabitants.

It appears that after the reduction of Wexford by the English, who landed at Bannow in 1169, to assist Dermot MacMurrough in the recovery of Leinster, the combined force marched upon Dublin, which they took, and received the fealty of the inhabitants. This combined army, aided by a reinforcement of English, under Strongbow, who had expelled the Danes from Waterford, resolved upon another attack on Dublin, in order to gratify the vindictive feelings of Dermot MacMurrough. Roderic O'Connor levied an army to oppose the invaders; he, however, was put to flight, and the city was taken possession of by the English.

Roderic, shortly afterwards, made an attempt to expel the English, who now, under Strongbow, occu-

pied Dublin, but he was defeated. Strongbow being soon after called to England, the Danes, during his absence, returned under Asculph, their king, with a large force, and proceeded to storm the city; but they were utterly routed by Milo de Cogan, the English general.

In 1172, Henry II. landed in Waterford, and, visiting Dublin soon afterwards, granted the city a charter, entitling it to the same privileges as Bristol then enjoyed: the original is still preserved in the archives of the corporation. Having established courts of justice, and granted English laws, after a residence of a few months he embarked for England, leaving the government of Ireland to Hugh de Lacy, Robert Fitzstephen, and Maurice Fitzgerald. In 1177, Strongbow died of a mortification in his foot, and was buried in Christ Church, where the monument to his memory is still to be seen. In the same year, a synod was held in the city by Cardinal Vivianus, the Pope's legate, in which King Henry's title to the sovereignty of Ireland was proclaimed. In 1185, John, Earl of Moreton, the favourite son of Henry II., visited Dublin, but he was soon recalled.

Dublin being now considered by the English as the best position to secure their newly-acquired territory, and to facilitate their intercourse with their native country, about 1205 King John gave instructions to erect a castle. This building was completed before 1210. John, on his arrival in Dublin in 1210, established courts of judicature, &c. &c., on the model of those in England; and he also issued a new coinage, and assimilated the currency of both countries.

In the year 1316, Edward Bruce, brother of Robert Bruce, king of Scotland, landed at Carrickfergus, with an army of six thousand men, to establish, by force of arms, his claims to the crown of Ireland; he

marched upon Dublin, but the citizens, on his approach, having set fire to a part of the city, he returned to Ulster.

From this period to Elizabeth's reign, the history of Dublin is involved in that of Ireland, and presents a sad succession of civil wars and insurrections. Queen Elizabeth, in the beginning of her reign, caused the castle to be fitted up as a residence for the lord lieutenant, and the public records to be arranged in that part of the building still known as the Bermingham tower; and in 1591 she founded Trinity College.

From this period till 1649, various attempts were made by the native chieftains to obtain possession of the city, as also several vain endeavours on the part of the Marquis of Ormonde, then lord lieutenant, to retain it against the English parliament. At the end of the above year, Oliver Cromwell landed in Dublin with an army of nine thousand foot, and four thousand horse; and after remaining a short time to settle affairs, he set out with his army for Drogheda. In 1659, the castle of Dublin was seized by the party favourable to the Restoration, when Charles II. was formally proclaimed.

About this period, the ground north of the river Liffey was connected with the city by four new bridges. In 1688, James II. arrived in Dublin, where he held a parliament; in 1690, after the battle of the Boyne, he slept one night in the castle; and in 1701, the equestrian statue of King William was erected in College-green, to commemorate that victory.

After this, the city increased rapidly in extent, wealth, and splendour; regulations were made by which the lord lieutenant became a fixed resident, instead of a periodical visitor. Restrictions, by which industry was shackled, were removed—a spirit of commercial enterprise

was encouraged—science and literature were promoted, and in 1800, the Union between Great Britain and Ireland was effected. In 1821, George the Fourth visited Dublin; and on the 5th of August, 1849, our beloved Queen, Victoria, landed at Kingstown.

Dublin, from its low situation in the valley of the Liffey, rising gradually to about 80 feet on either side of the river, above low-water mark, from the comparative paucity of its steeples, towers, domes, and other elevated structures, does not form a very striking object from any approach, whether by land or by water. Its ample streets, and spacious squares; its magnificent public buildings; the Liffey, with its quayed walls and parallel avenues, flowing for 2½ miles through its centre, purifying and refreshing it at every ebb and flow of its tide; the beauty of its environs, and the fertility of the country lying around it, all, however, contribute, not only to make ample amends for its deficiencies in general and picturesque effects, but entitle it to rank as the second city in the empire.

Though no longer the general resort of the nobility and gentry of Ireland, and though its manufactures have greatly diminished, still, its fine ample streets and spacious squares are the abode of a numerous and respectable class of citizens—citizens who are connected with the administration of the Government and the law, of which it is still the seat and centre; with the medical and other learned professions; with commerce, general merchandise, and various other branches of trade—citizens, who anxiously promote every plan tending to the advancement of religion and virtue, and who encourage every scheme calculated to foster and forward literature, science, and art.

The city is naturally and strikingly divided by the Liffey into

two great divisions, one lying to the north, and the other to the south of that river—and each of these divisions, for the purpose of brief and general description, we have subdivided—those on the south side, under the appellations of the S.E. and S.W., and those on the north, under the N.E. and N.W. districts.

Unlike the British metropolis, in its social demarcations, the more fashionable parts of the Irish capital are in the S.E. district of the city. The Castle, the University, the principal scientific establishments, the banks, the theatres, and the finer squares and streets are also in this division; and, though the houses in these squares are inferior, in point of style and elegance, to those in the more modern parts of the west end of London, yet, they are in every way equally adapted to health and comfort, as well as to the enjoyment of all the hospitalities and refinements of the age; while the included areas of some of the squares, which are devoted solely to the purposes of health and recreation, are equally adorned and much larger—Merrion-square containing 12, and Stephen's-green, 23, acres.

As a southern wing to the above neighbourhood, but still under the old local names of Rathmines, Ranelagh, and Rathgar, a great extent of streets have sprung up, as it were from the sod, within these twenty years past; and these streets, which are chiefly occupied by the middle classes, have been generally laid out with considerable regard to health and comfort. And, from the wide avenues, the large gardens attached to the houses, and the beautiful scenery around, the whole has a cheerful, rural, and healthy aspect.

In the S.W. district, which may be generally separated from the S.E., or more aristocratical, by a line drawn from Essex-bridge

to the Grand Canal, at La-touche's-bridge, are contained the two Cathedrals, all the older churches, the principal distilleries, breweries, foundries, and nearly all that remains of the textile manufactures.

In the N.W. portion, which may be separated from the N.E., by the above divisional line being produced northwards from the Liffey at Essex-bridge, to the Royal Canal, at the Terminus of the Midland Great Western Railway, are all the Law Courts, with the offices therewith connected; the principal cattle, hay, straw, and vegetable markets; many of the hospitals and schools of medicine, with several foundries, breweries, and distilleries.

These districts, the S.W. and N.W., are much the older parts of Dublin, and like the older portions of nearly all the towns in the empire, were built and huddled together without much regard to order, health, convenience or comfort.

The north-east district, the western limits of which coincide with the eastern of the last, is principally occupied by traders and professional men, the latter enjoying Rutland and Mountjoy squares, and the streets thereto adjacent. It also contains the Post-office, the Rotundo, or place for public meetings and entertainments, the Custom House, National Education Establishments, and some of the best of the modern churches; and its eastern wing embraces all the docks and principal shipping stores.

The principal abodes of the working classes, labouring and destitute poor, are in the south-west and north-west districts, and many parts of these densely-peopled quarters, of which the poor streets and narrow lanes exhibit the most appalling wretchedness, and the most squalid misery, are but too seldom visited.

The small map of the city, (plate 1,) to which we have already referred, will serve to show its general outlines and extent, while the divisional ones, on a much enlarged scale, (plates 2 to 12 inclusive,) will, it is hoped, enable the tourist to perambulate, with ease and satisfaction, all its principal parts.

PUBLIC BUILDINGS.

The Castle of Dublin contains the town residences of the Lord Lieutenant and the principal officers of state; the offices more immediately connected with the administration of Government, including those of the Ordnance and Metropolitan Police.

It is situated on an elevated site near the centre of the city, and consists principally of two large quadrangles, with attached wings, the whole covering an area of about ten acres.

It appears from the annals of Dublin, that the Castle was commenced by King John, in 1205; and that the last important addition, the chapel, was made in 1814.

The principal entrance is from Cork-hill, into the upper yard; but the whole structure is seen to much better advantage when approached through the lower yard, by Palace-street.

The upper quadrangle or yard, as it is usually called, is 280 feet in length, by 130 feet in breadth. Exteriously, the buildings are plain, and present nothing, in an architectural point of view, requiring any particular notice. It is chiefly occupied with the apartments of the Viceroy, the secretaries of state, and the officers of the household, the presence chamber, and the ball-room, or St. Patrick's Hall. The latter is a noble and highly adorned room, 82 feet in length, 41 feet in breadth, and 38 feet in height.

The lower court, which is 250, by 220 feet, contains, on the east side,

the guard-rooms, stables, riding-school, &c.; on the north, a plain range of buildings, in which are the offices of the Treasury, of the Register, and Auditor-General, &c.; and on the south, the Record tower and chapel, the former a rude structure, the latter a handsome edifice, in the richest style of Gothic architecture.

Separated from, but parallel to the southern rere of the two court-yards, are one of the Metropolitan Police Barracks, a small lawn, the private stables, and the various offices connected with the Ordnance department; and from the intervening avenue, the whole rere of the line of the court-yards, extending to 600 feet, presents a huge, irregular, and though plain, not an unseemly pile of building.

The area enclosed within the Castle walls is $10\frac{1}{2}$ acres.

Contiguous to the principal entrance to the Castle, and adding much to the beauty thereof, is the

ROYAL EXCHANGE,

An elegant building, now wholly appropriated to the municipal business of the city.

It forms a square of one hundred feet, crowned by a dome in the centre, and has three fronts, all of Portland stone. The north, or principal front, has a portico of six Corinthian columns (those at the extremities coupled), whose entablature is continued along the three fronts, all of which are decorated with Corinthian pilasters, with festoons, &c., between the capitals. The top of the building is crowned by a balustrade, except where it is interrupted by the pediment on the north side; and above this the summit of the dome is visible, but having no tambour it is too low to be distinctly seen. As the situation is on a steep hill, the approaches are somewhat interrupted; that to the principal front is at the western end,

where the terrace is level with the street; but the other end of this platform or terrace is blocked up by a high wall, surmounted by a heavy iron railing of great height, greatly disfiguring the front of this light and elegant structure.

The western elevation does not differ much from that on the north, except that the portico has only four columns and no pediment; and that there is only one window on each side, in the inter-pilaster adjoining the portico, the other being without any aperture whatever. The east front, which is in Exchange-court, has only pilasters; on this side are the entrances to the vaults of the Exchange, which are dry and extensive.

The ingenuity of Mr. Cooley is nowhere more conspicuous than in his design of the interior of the Exchange; the ground plan may be perfectly represented by the idea of a circle inscribed in a square, but the beauty and elegance of the effect produced cannot be so readily represented by description. It contains handsome monuments of George III., Henry Grattan, Dr. Lucas, Daniel O'Connell, and Thomas Drummond.

TRINITY COLLEGE

Was founded by Elizabeth, in 1591, and erected on the site of the ancient monastery of All-Hallows.

The buildings, which form one of the principal ornaments of the city, consist of three spacious quadrangles. The entrance front, presented to College-green, is three hundred and eight feet in length, and of the Corinthian order; the centre is ornamented by a pediment, resting on columns, and the whole is terminated by pavilions, decorated with coupled pilasters, supporting an attic story. The first, or principal square, is entered by an octagon vestibule, terminating at the summit in groined arches. It is five

hundred and sixty feet in length, by two hundred and seventy in breadth. Besides buildings for the accommodation of the Fellows and students, this square contains the chapel, theatre for examinations, refectory, and library.

The Chapel, which stands on the north side, has in front a handsome portico of four pillars, of the Corinthian order, supporting a pediment: the chancel is eighty feet in length, exclusive of a semi-circular terminating recess, thirty-six feet in diameter. Both the chapel and the theatre were designed by Sir W. Chambers.

The Theatre.—On the opposite or south side of the same square, stands the theatre, or examination-hall, with a front exactly corresponding to that of the chapel, and of the same internal dimensions. Internally, on either side of the hall, a rustic basement supports a series of composite pilasters, from which rises a mosaic ceiling, richly ornamented in stucco. Between the pilasters are the portraits of eminent persons educated in the University, and of Queen Elizabeth, the foundress. On one side stands a splendid monument to the memory of Provost Baldwin, who died in 1758, and bequeathed an estate to the augmentation of the provost's salary.

The Refectory is a plain structure. The dining-hall is a room of seventy feet by thirty-five, and thirty-five in height; the upper part of the walls and the ceiling are ornamented with stucco, and the lower is oak wainscotting. In this hall are the portraits of Henry Flood, Lord Chief Justice Downes, Lord Avonmore, Hussey Burgh, Lord Kilwarden, and Henry Grattan; over the door is a full-length portrait of Frederick, Prince of Wales, father of George III., formerly chancellor of the University; at one side of which is a portrait of Cox, Archbishop of Cashel; and on the other, the original portrait of Provost

Baldwin. The organ of the University Choral Society, whose concerts are given here, stands at the northern end of the hall. Over the ante-hall is an apartment which has lately been fitted up as the philosophy school, and has been furnished with a most valuable collection of philosophical instruments. In it are delivered the public lectures of the professors of astronomy and natural philosophy.

The Library is 270 feet long. The basement story is a double cloister. It was first opened for the reception of books in the year 1731. The building consists merely of a centre and two pavilions: in the western pavilion are the grand staircase, the law school, and the librarian's apartments. At the head of the stairs the library is entered by large folding doors, and the first view is particularly striking. George IV., who was received here, expressed his admiration of this magnificent room. The larger apartment is two hundred and ten feet long, forty-one broad, and forty in height, and is acknowledged to be one of the finest rooms in Europe, applied to such a purpose. Between the windows, on both sides, are lofty oak partitions, at right angles to the walls, on both sides of which the books rest on closely-placed shelves, so that there are as many recesses as there are windows; these partitions are terminated by fluted Corinthian pillars of carved oak, connected at the top by a broad cornice, surmounted by a balustrade, also of carved oak, forming the front of a gallery, which is continued quite round the room. Here are pedestals, with busts of ancient and modern philosophers, historians, and poets, of white marble. The number of volumes in this library is about 90,000.

At the extremity of this room, is a second apartment, fifty-two feet in length, formerly the manuscript room, but now containing the Fagel

library, fitted up in a uniform manner with the preceding, and containing about 18,000 volumes. This vast collection was the property of the Fagel family, in Holland. It was removed to London in 1794, upon the invasion of that country by the French, and was purchased by the University of Dublin, for the very moderate sum of £8,000.

Manuscript Room.—Over the Fagel library, in the eastern pavilion, is the manuscript room, in which are many valuable manuscripts, particularly those relating to Irish history. It contains the entire collection of Archbishop Ussher, besides valuable donations from Bishop Stearne, Bishop Huntingdon, Sir Jerome Alexander, Sir John Sebright, Mr. La Touche, and many others, together with several MSS. purchased from time to time, by the liberality of the Provost and senior Fellows.

The manuscript room is not open to the public, and admittance can only be given in the presence of the librarian: this regulation is directed by the statutes, for the better preservation of the manuscripts. The library is open every day, Sundays and certain holidays excepted, from nine to four. The privilege of reading here is granted to graduates, upon taking the library oath, and to strangers who have been introduced to the Provost and senior Fellows, on their taking the same oath.

On the south side of the library, in the Fellows' garden, is the Magnetical Observatory. To the north of the principal square, is the second quadrangle, which is an area of two hundred and eighty-eight feet, by one hundred and ninety-four, and three of its sides are appropriated to the accommodation of students.

Provost's House.—On the south side of the College stands the Provost's house, a handsome edifice,

with wings, and a court-yard in front, screened from Grafton-street by a high wall, with a large heavy-looking gateway in the centre; at the rear is a spacious lawn and shrubbery, communicating with the Fellows' garden. The interior of the house is elegant; and the hall, staircase, and grand drawing-room, are in good proportion.

The College walls embrace thirty-three acres, of which eleven are occupied by buildings, four by the Fellows' garden, and eighteen are under the park.

College Botanic Gardens.—The College botanic gardens are situated in the southern extremity of the city, near Ball's-bridge, and comprise ten acres, beautifully laid out, kept in excellent order, and containing a very extensive and excellent collection of plants.

The Royal Observatory of Ireland, on the foundation of Dr. Fras. Andrews, in connexion with the University, is situated on Dunsink hill, in the parish of Castleknock, about two miles to the north-west of the city.

"There are now on the College foundation, the Provost, seven senior Fellows, twenty-three junior Fellows, (besides four fellowships, and six fellowships and lectureships recently founded by the College,) professors of divinity, law, medicine, history, mathematics, and of various ancient and modern languages, seventy-five scholars, and thirty sizars.

"The number of students has increased of late years and now range between 1,300 and 1,400.

"A most interesting and learned memoir of the College will be found in the first volume of the 'Dublin University Calendar,' which will well repay the reader who is curious on such subjects."

It is represented in the Imperial Parliament by two members.

BANK OF IRELAND.

This noble structure, formerly the parliament house, but purchased after the act of union, by the company of the Bank of Ireland, is probably not exceeded in beauty of design by any building in Europe. It faces College-green, and is nearly at right angles to the front of the College. The centre of this edifice is a grand colonnade of the Ionic order, occupying three sides of a court-yard; the columns are lofty, and rest on a flight of steps, continued entirely round the court-yard, and to the extremities of the colonnade, where are the entrances, under two archways. The four central columns support a pediment, whose tympanum is ornamented by the royal arms; and on its apex stands a well-executed figure of Hibernia, with Fidelity on her right and Commerce on her left hand. This magnificent centre is connected with the eastern and western fronts, which contend with it in beauty, by circular screen walls, the height of the building, enriched with dressed niches, and a rusticated basement: the eastern front, which is towards College-street, is a noble portico of six Corinthian columns, three feet six inches in diameter, crowned by a pediment with a plain tympanum, on which stands a statue of Fortitude, with Justice on her right, and Liberty on her left hand. The western front, to Foster-place, is a beautiful portico of four Ionic columns, surmounted by a pediment. A military guard-room has been erected adjacent to the western front, the entrance through a magnificent archway, ornamented with Ionic columns, and crowned with military trophies, forming the extremity of Foster-place; the design and execution of J. Kirk. Within this stately and extensive pile of building, the most ample and splendid apartments are provided.

THE CUSTOM-HOUSE.

This magnificent building stands on the north bank of the Liffey, a short distance from Carlisle-bridge. It is three hundred and seventy-five feet in length, and two hundred and five in depth, and exhibits four decorated fronts, answering almost directly to the four cardinal points of the compass—the south being the principal front. In the interior are two courts, divided from each other by the centre pile, which is one hundred feet broad, and runs from north to south the whole depth of the building.

The south, or sea front, is composed of pavilions at each end, joined by arcades, and united to the centre. It is finished in the Doric order, with an entablature and bold projecting cornice. Over the pillars of the portico are statues of Neptune, Plenty, Industry, and Mercury. In the tympanum of the pediment, in alto-relievo, is represented the friendly union of England and Ireland. They are seated on a car of shell: Neptune with his trident driving away Famine and Despair, while a fleet at a distance approaches in full sail. The pavilions at each end are decorated with the arms of Ireland, beautifully executed. Allegorical heads on the keystones of the arches represent the different rivers of Ireland. A superb dome, one hundred and twenty-five feet in height, surmounts the whole, on the top of which is a statue of Hope resting on her anchor, 16 feet high.

The north front has a portico of four pillars in the centre, but no pediment. On the entablature, over the columns, are statues representing Europe, Asia, Africa, and America. This front, which is opposite to a handsome crescent, called Beresford-place, has neither arcades nor recessed columns like the south, but the wings are the same. The east and west fronts

are each one hundred feet in extent; the former with open arcades below of seven arches, which give entrance to the courts, and have a very good effect. The south front is entirely of Portland stone; the other three of mountain granite.

This great edifice contains the offices connected with the Boards of Excise, Customs, Stamps, Public Works, and Poor Law Commissioners.

GENERAL POST-OFFICE.

This fine building stands on the west side of Sackville-street. It is two hundred and twenty-three feet in front, one hundred and fifty in depth, and three stories, or fifty feet in height, to the top of the cornice. In front is a grand portico, eighty feet wide, of six fluted pillars of the Ionic order, four and a half feet in diameter. The frieze of the entablature is highly enriched, and in the tympanum of the pediment are the royal arms. The pediment is surmounted by three statues, representing Hibernia, resting on her spear, and holding her shield; Mercury, with his caduceus and purse, on the right; and Fidelity, with her finger on her lips, and a key in her hand, on the left. A handsome balustrade surmounts the cornice, giving an elegant finish to the whole. With the exception of the portico, which is of Portland stone, the whole is of mountain granite. The building is after a design of Francis Johnston, Esq., and the foundation stone was laid by His Excellency Earl Whitworth, on the 12th August, 1815, and was completed for about £50,000. The board-room contains a white marble bust of his excellency, over the chimney-piece.

FOUR COURTS,

One of the largest and noblest of our public buildings, containing all the principal Law and Equity Courts, with the various offices therewith connected, is situated on

the north bank of the Liffey. It was built after a design of Mr. Cooley, who was architect of the Royal Exchange; but in consequence of his death after the western wing was finished, the completion was intrusted to Mr. Gandon. The foundation stone was laid on the 13th of March, 1786, by Charles, Duke of Rutland, Lord Lieutenant, and Viscount Lifford, Lord High Chancellor; yet the edifice was not entirely finished for fourteen years. Its river front, which is 450 feet in length, occupies nearly the centre of the space between Whitworth and Richmond bridges, two of the most elegant which span the Liffey; and this space of quay wall, together with the terminating bridges, is finished with a handsome metal balustrade, placing the building, as it were, when viewed from the opposite side of the river, on a magnificent terrace of 800 feet in length.

It consists of a centre, at each side of which are squares surrounded by buildings containing the law offices; these squares are separated from the streets by arcade screens of rusticated masonry, surmounted by a handsome stone balustrade, and the entrance to each courtyard is through a large archway.

Over the eastern gate is placed the harp of Ireland, on a shield, encompassed by emblems of Justice, Security, and Law; and over the western gate, the royal shield, encircled by oak leaves, is encompassed by different emblems, appropriate to the offices which occupy that wing. Around the eastern court are the offices of the Chancery, Exchequer, and Rolls Courts; in the western square are those of the Queen's Bench, Hanaper, Remembrancer, and the repository of the rolls of Chancery.

The front of the central pile consists of a handsome portico of six Corinthian columns, with pilasters, supporting a magnificent and well-

proportioned pediment, having on its apex a statue of Moses, on one side of which is a figure of Justice, and on the other, one of Mercy. At each extremity of the front, and over the coupled pilasters, are statues in a sitting posture: one of Wisdom, the other of Authority. Above the central building rises a circular lantern, of the same diameter as the hall, ornamented by twenty-four pillars, and lighted by twelve large windows. An entablature is carried round the summit of the lantern, and on this appears to rest a magnificent dome. Beneath the portico is a semi-circular recess, in the centre of which is the doorway, leading to the hall of the courts, which is beneath the dome.

The centre building, which contains the Courts of Chancery, Queen's Bench, Common Pleas, and Exchequer, is a square of one hundred and forty feet, within which is a circular hall of sixty-four feet in diameter, from whose circumference the Four Courts radiate to the angles of the square, and the intervals between the courts are occupied by jury rooms, and retiring chambers for the judges, &c.; one of them also is employed as a Rolls Court.

The entrances to the centre are between Corinthian columns, supporting an entablature, which is continued the entire way round; above the entablature is an attic pedestal, ornamented by eight sunk panels, which are exactly above the eight intervals between the columns, in which are historical pieces in bas-relief, illustrative of four great events in British history. From the attic pedestal rises an hemispherical dome, with a rich Mosaic ceiling; in the dome, above the panels of the attic, are eight windows of considerable size, between which are colossal statues emblematic of appropriate virtues. The vertex of the hemispherical

ceiling is perforated by a circular opening, permitting a view into the void between the two domes, as in St. Paul's in London.

The courts, which are all of exactly the same dimensions, and similarly constructed, are separated from the great hall by a partition, the upper part of which is glazed. On each side of every court are galleries for the jury, and at the end, opposite the entrance, the judges' bench is placed, in an elevated position, beneath a semi-elliptical sounding-board.

A new and extensive structure for a bankruptcy court, private rooms for the solicitors and lawyers attending court and in which they can deposit their papers, a solicitor's library, coffee-rooms, and other additional accommodation, have been lately erected at the rear of the main building.

THE KING'S INNS.

The edifice called the Inns of Court presents a beautiful front of hewn stone, to Constitution-hill, consisting of a centre and wings. The wings, which extend back one hundred and ten feet, present a *façade* of two stories, surmounted by pediments.

Beneath the central building, which is crowned by a beautiful octangular cupola, is a lofty arched gateway, with doors at either side, leading into the space between the dining-hall and Record Office, which run parallel to each other; and at the further end is a magnificent corresponding gate, communicating with Henrietta-street.

The dining-hall, which occupies the principal part of the north wing, is eighty-one feet by forty-two, ornamented by four three-quarter Ionic columns at either end, over which, in circular recesses in the ceiling, are figures in alto-relievo, representing the four cardinal virtues.

In 1827 a new library was erected on the west side of Henrietta-street, and adjoining to the King's Inns, which is tastefully and commodiously fitted up. The upper part of the building is one spacious hall, measuring eighty-five feet by sixty-five, with galleries round the entire. the lower part of the building consists of rooms for the accommodation of the librarian.

KILMAINHAM HOSPITAL,

Established about the year 1675, for the reception of disabled and superannuated soldiers, on the site of an ancient priory, which was founded in 1174, by Strongbow, Earl of Pembroke, for Knights Templars. The present building was founded in 1683, from designs by Sir Christopher Wren. It is a quadrangular structure, three hundred and six feet long, two hundred and eighty-eight feet broad, and two stories high. The dining-hall is one hundred feet in length, and fifty feet in width, the lower part of the walls is wainscotted with oak, and ornamented with military weapons. The chapel is eighty-six feet long and forty wide, and has a venerable and imposing appearance. In the building are the apartments of the master, who is always the Commander of the Forces for the time being. The Adjutant-General has also his office here.

ROYAL DUBLIN SOCIETY,

In Kildare-street. This society was instituted in 1781, "for the Promotion of Husbandry, Manufactures, and other useful Arts and Sciences;" and in the words of Arthur Young, Esq., "has the undoubted merit of being the father of all the similar societies now existing in Europe."

The present premises of the society were, up to 1815, the town residence of His Grace the Duke of

Leinster, and since that period the court-yard and main body of the building has undergone no alteration. As a private residence, it was a fine spacious structure, but it is quite too small and in many ways unsuited, even with all the large additions which have been made, to the objects of the Society. The museums, hall, and library, are well worth a visit, as also the fine botanical garden, containing upwards of thirty acres. The garden is at Glasnevin, about two miles from the society-house; they are beautifully laid out, and contain an excellent collection of plants.

Lectures on the various departments of science are regularly delivered to the public by eminent professors; annual exhibitions of cattle and agricultural implements are held; and schools of design on an extensive scale are maintained.

THE MANSION HOUSE,

The residence of the Lord Mayor, stands in Dawson-street, in front of which is an equestrian statue of George the First. The entrance front being lately restored, its appearance is much improved. It contains an extensive suite of handsome and spacious apartments connected with it, in which the Mayoralty entertainments, &c., are given; and the walls of the rooms are adorned with portraits of Charles the Second, George the Second, several Lords Lieutenant, noblemen, and others who had promoted the interest of the city.

ROYAL COLLEGE OF SURGEONS.

This building is situated on the west side of Stephen's-green. The *façade*, of the Doric order, is of fine mountain granite. The columns are of Portland stone, resting on a rustic basement, and supporting an elegant pediment, which is surmounted by three statues,—viz. :—*Æsculapius*, *Minerva*, and *Hygeia*. The royal arms are

placed in the tympanum of the pediment. The whole effect is that of simplicity, without superfluous ornament, and is well suited to the objects for which it was founded.

THE CORN EXCHANGE.

This edifice presents a handsome front of mountain granite to Burgh-quay, consisting of two stories: in the lower, which is ornamented with rustic work, are two doorways, ornamented by pillars of Portland stone. The second story is decorated by five large windows with architraves, and pediments alternately circular and angular, and along the summit is a rich cornice. The south front, which is towards Poolbeg-street, is of brick.

The interior is a large hall, one hundred and thirty feet in length, extending from Burgh-quay to Poolbeg-street, the centre of which is divided from the ambulatories on either side by a range of metal pillars, above which is an entablature continued around the centre hall; above this entablature is a range of windows, which are continued uninterruptedly round, so as to form a lantern the size of the quadrangular space below. The ceiling of the lantern is ornamented by stucco-work, and in the south end of it is placed a clock, encircled by oak leaves, sheaves of corn, and implements of husbandry, all in stucco-work.

COMMERCIAL BUILDINGS.

This building is in Dame-street. The exterior is plain but elegant, and consists of three stories surmounted by a cornice; the bottom, or barge of the building, is granite; and in the centre of the front is the principal entrance, supported by Ionic pillars; the middle story contains seven windows surmounted by alternate angular and circular pediments.

There is a grand hall and staircase, on the left of which is the room occupied as a news-room by members of the Chamber of Commerce, sixty feet long and twenty-eight broad, and of proportionate height.

On the right of the hall is a commodious and well-attended coffee-room, belonging to the part of the building occupied as a hotel, in which there are eight apartments. Over the coffee-room is the Stock Exchange; and other rooms are allotted to various mercantile purposes. In the rear is a spacious court, surrounded by insurance and brokers' offices.

RAILWAY TERMINI.

Of the four Railway Termini, the localities of which we have already given, three—the Dublin and Drogheda, in Amiens-street, the Midland Great Western, at the Broad-stone, and the Great Southern and Western, at King's-bridge, may be enumerated among the public buildings of the city—being in their respective styles fully equal to any in Britain.

The principal front of the Great Southern and Western Terminus consists of a central pile, two stories high, the lower rusticated, from which spring Corinthian pillars supporting the cornice which surmounts the upper story. At each side are wings the height of the basement story, from which rise handsome clock towers. The whole is faced with mountain granite, and constitutes one of the most enriched and handsome palladian buildings in Dublin.

The iron roofing of the passengers' shed covers an extent of more than two and a-half acres.

The Terminus of the Midland Great Western Railway is a fine substantial classical structure, exhibiting in its principal front a mixture of the Grecian and Egyptian styles of architecture; and

which, though necessarily heavy, is finely relieved by the magnificent Ionic colonnade of 280 feet in length and 30 in breadth, which constitutes the principal passenger entrance.

The Terminus of the Dublin and Drogheda Railway, in Amiens-street, presents a pretty Italian *façade*; and, though much smaller than either of the preceding, has a very good effect from the various lines of approach.

BRIDGES.

Carlisle Bridge, the nearest to the sea, and up to which vessels can sail, connects Sackville-street, the principal leading street in the city, with Westmoreland-street. It is a point from which several views present themselves, not perhaps surpassed in grandeur and extent in any other city in Europe. The bridge consists of three arches; it is two hundred and ten feet in length, and forty-eight feet in breadth.

The Metal Bridge.—A considerable space intervening between Essex and Carlisle Bridges, this bridge was erected in 1816, about midway, for the convenience of foot passengers, who pay a toll of one halfpenny each. It is one hundred and forty feet long, and twelve feet high in the middle above high-water mark. It consists of one arch, forming the segment of an ellipsis, and has a light and elegant appearance. The expense of its erection was about three thousand pounds.

Essex Bridge was originally founded in 1676, during the viceroyalty of Arthur, Earl of Essex. The old foundation decaying, it was rebuilt in 1756. It is of hewn stone, on the exact model of Westminster Bridge, and consists of five arches. It is two hundred and fifty feet long, and fifty-one feet wide. The expense amounted to upwards of £20,000.

Richmond Bridge is two hundred and twenty feet long, and fifty-two broad; and consists of three arches, the key stones of which are ornamented with six colossal heads, representing Peace, Hibernia, and Commerce on one side, and Plenty, the Liffey, and Industry on the other. The whole is constructed of Portland stone; and its beautiful lamp posts and balustrades of cast iron, connecting it along the entire front of the Four Courts with Whitworth Bridge, render it a very elegant structure. The expense amounted to twenty-nine thousand pounds.

Whitworth Bridge connects two of the oldest streets in Dublin—Bridge-street on the south, and Church-street on the north side of the river. The first stone was laid on the 16th of October, 1816, by Earl Whitworth, then Lord Lieutenant. It has three arches, and is a very handsome structure. The most ancient of all the bridges formerly stood upon this site, known at different times by the names of the Old Bridge, Dublin Bridge, and Ormond Bridge.

Queen's Bridge consists of three arches of hewn stone, and though small, being but one hundred and forty feet in length, is well proportioned. It was erected in 1768, and named after her Majesty, Queen Charlotte. On the site of the present structure Arran Bridge formerly stood, which was built in 1683, and swept away by a flood in 1763.

King's Bridge.—This useful and ornamental building crosses the Liffey a little way from the entrance to the Phoenix Park. The foundation-stone was laid on the 12th of December, 1827, by the Marquess Wellesley, at that time the Lord Lieutenant of Ireland. It forms one arch of a hundred feet span, composed entirely of cast metal; the abutments are of handsomely-cut mountain gra-

nite. It is called King's Bridge, from the circumstance of the amount paid for its erection—thirteen thousand pounds—having been collected for the purpose of raising a national testimonial in commemoration of his Majesty George the Fourth's visit to Ireland in 1821.

Sarah Bridge, so called after Sarah, Countess of Westmoreland, by whom the foundation-stone was laid in the year 1791. It consists of a single elliptic arch, one hundred and four feet in diameter; the key stone is thirty feet above low water.

QUAYS AND DOCKS.

Quays.—From the Light-house, which is at the eastern end of the North-wall, to a little above Barrack-street bridge, a distance of two and a-half statute miles, substantial retaining walls have been built on both sides of the river; and the continuous line of streets on either side having been divided into what are termed quays, but now of no use as such. As the names of these quays are different on the opposite sides of the river, a mere enumeration of them would lead to no practical good; the traveller is therefore referred to the accompanying maps of the city.

Docks.—The principal docks are those in connexion with the Custom House, the Grand Canal Dock, and the Ringsend Dock.

PUBLIC STATUES AND MONUMENTS.

The Equestrian Statue of William III., College-green, was erected in 1701, by the citizens of Dublin, to commemorate the Revolution of 1688. It is well executed in bronze, and stands on an elevated marble pedestal.

The Equestrian Statue of George I. was placed in the year 1720 on Essex-Bridge, where it continued till the rebuilding of that structure

in 1756. In the year 1789 it was re-erected near the Mansion-house in Dawson-street.

Equestrian Statue of George II.—This statue was first erected in 1758, in the middle of Stephen's-green. On the alteration and improvement of that square, the low pedestal on which it stood was removed, and another, much more elevated, substituted.

The Wellington Testimonial.—This massive obelisk, designed to commemorate the achievements of the illustrious Irishman whose name it bears, stands in the Phoenix Park. On the summit of an immense flight of steps, stands a square pedestal, on the four sides of which are panels, intended for figures in basso relievo, emblematic of the principal victories won by the noble Duke. From this rises the massive obelisk. On the sides of the obelisk, from the base to the top, are inscribed the names of all the places in which victories were gained by the Duke, from his first career in India to the battle of Waterloo. Opposite to, and standing on the centre of the principal point, is an insulated pedestal, on which it is intended to place an equestrian statue of the hero. The dimensions of this lofty structure may be estimated from the following measurements:—The lowest step, forming the base, four hundred and eighty feet in circuit; perpendicular section of steps, twenty feet; subplinth of pedestal, on top of steps, sixty feet square, by ten feet high; pedestal, fifty-six feet square, by twenty-four feet high; obelisk, twenty-three feet square at base, and one hundred and fifty feet high, diminishing in the proportion of one inch to the foot. Total height of the testimonial, two hundred and five feet.

It is formed entirely of plain mountain granite; and cost twenty thousand pounds, which was raised

by public subscription, as a lasting testimony of a nation's gratitude to an individual who had so well maintained the safety and the honour of the country.

Nelson's Pillar.—This tribute of gratitude to the memory of our great naval hero is situated in Sackville-street. It consists of a pedestal, column, and capital of the Doric order, which is surmounted by a statue of Lord Nelson, leaning against the capstan of a ship. The entire height of the column and statue is 134 feet. There is an internal stair, by which the top can be ascended, and from which a view of the city, bay, and surrounding country is obtained.

PLACES OF WORSHIP.—ESTABLISHED CHURCH.

There are two Cathedrals in Dublin, Christ Church, and St. Patrick's, the latter, occupying the site of a church said to have been built by St. Patrick, and situate in the old narrow street to which it gives name, is the largest and most imposing of all our ancient ecclesiastical edifices; and though plain and simple in its architectural character and decorations, as compared with the larger, more profusely, and more magnificently adorned Minsters in England, and though bereft by time and neglect of many of its appendages, is still striking from its magnitude, and venerable from its antiquity and the historical associations connected with it. It appears that from a Parochial, it was elevated to a Cathedral Church in 1190; that a dean and chapter was established under a new charter in 1212; that in the time of Henry VIII., it was appropriated to courts of law; and in 1555, restored to its ecclesiastical purposes and immunities.

The style of the cathedral is in common with all those of that date, the early English or pointed, and

like them too in outline, it is cruciform.

The extreme length of the main body of the building including the nave, choir, and Lady chapel, is 300 feet; that of the transept 180, its breadth being 80 feet; the internal length of the nave, choir, and Lady chapel, being, respectively, 180, 90, and 55 feet.

The Lady chapel was in such a state of decay that it became necessary, a few years ago, to throw it down; but it is now in process of erection. The north transept lay in ruins for many years; but in 1821, it was re-built, and is now used as the Parish Church of St. Nicholas Without. The south transept is also in a state of dilapidation; but it is still open, and through its northern aisle is the southern entrance to the nave and choir.

The nave, choir, and transept are similarly divided into centre and side aisles, which are separated by a series of low arches springing from plain octagonal and also clustered columns, with enriched capitals; and over the arcades in the centres, triforia are carried around. Above those rise the clerestories. The ceiling of the nave is open, that of the choir is groined. The choir has lately been re-fitted in a very beautiful and suitable manner; the galleries have been removed, and seats substituted in the aisles. It may be observed that the banners, &c., of the living knights of St. Patrick are only displayed in the choir, those of the deceased members of that illustrious order being suspended in the body of the nave.

The tower of the chapel, which rises from the north-west corner, is 120 feet high, and the spire which surmounts it, 101 feet, together rising to a height of 221 feet, and forming, with the steeple of St. George's church, which is on the north side of the city, the only very elevated spires in Dublin.

The tower contains a chime of

eight bells, remarkable for power and sweetness of tone. The full choral service commences here on Sundays at three o'clock. The ordinary service is at eleven on Sundays, and at three o'clock on Wednesdays and Fridays. The organ is considered one of the finest toned in the kingdom, and the service is beautifully performed.

The most remarkable monument in the choir is that of Richard, first Earl of Cork; and in the nave, among the more conspicuous, are those to Archbishops Smith and Marsh, while two plain and contiguous marble slabs mark out the resting places of Dean Swift, and Mrs. Hester Johnston, whose name, under that of "Stella," has been perpetuated by his writings. The inscription on the slab appertaining to the Dean was composed by himself; and the black marble slab to the memory of the brave Duke Schomberg, who fell at the battle of the Boyne, was also erected by him.

Formerly this was a place of great extent. Within its close or boundary were the palace of the Archbishop, the houses of the Dean, and other dignitaries, &c.; now all that remains attached to the cathedral is the deanery house, and the library, founded by Dr. Marsh, Archbishop of Armagh, and to which we have already referred. Even the cathedral itself, generally speaking, had been suffered to get into a sad state of dilapidation, but we are glad to observe that within these few years past, through the exertions of the present Dean, much has been done to rescue the venerable structure from the sad state of decay into which it had fallen; much, however, yet remains to be done; but which, from the exhausted state of the funds, can only be effected by public aid: and with the improvements in progress, it is hoped will be included the removal of the high and unseemly dead wall which runs

around the southern side of the building.

Christ Church Cathedral is situated in Christ Church-place, and only a quarter of a mile from St. Patrick's. It dates its erection as a church from 1038, and its elevation to a deanery and chapter in 1541.

It is a plain structure, as well in its external as in its internal decoration. The extreme length of the nave and choir being 260 feet, the length of the transept 110 feet. The extreme breadth of either, 80 feet. The tower, which springs from the intersection of the arms of the building, does not attain to any great elevation.

Like St. Patrick's, this ancient structure was suffered to get into a state of sad decay; but under the auspices of the late Dean, it underwent a general repair; its southern front, as seen from Christ Church-place, has now a very venerable and striking appearance. The northern side of the nave, however, which exhibits to view along the aisles, a huge unbroken buttressed wall, has a very unseemly appearance; while along the remainder of the exterior of that side, a common high wall encloses the narrow area leading to the vaults, and gives a degree of seclusion and privacy to that side of the choir, from the wretched habitations which approach within a very few feet of the windows.

Nearly all the arches of the south aisle of the nave have been built up, and the space appropriated to the library and vestry; and in the choir the aisles on either side have been fitted up with raised seats for the use of the congregation.

Our limited space prevents us entering more into detail either into the architectural arrangements and decorations of the structure, or into the many historical events connected with this, the most ancient of all our churches.

Among the more remarkable of the few monuments which this church contains, may be enumerated the splendid memorial to Robert, the nineteenth Earl of Kildare, which is an exquisite piece of workmanship; and in the nave, those of Strongbow, who, according to Geraldus Cambrensis, was buried here; to Thomas Prior, one of the founders of the Dublin Society, and the promoter of every useful art; to Thomas Abbott, "one of the truest and most unostentatious philanthropists of his day;" to Lord Bowes, Chancellor of Ireland in the middle of the last century; and to Nathaniel Sneyd, who fell by the hands of a lunatic in 1833.

On Sundays, divine service commences here at eleven o'clock, at which the full choir assists; and there is also the usual choral service on week-days at eleven and three o'clock. As at St. Patrick's, great numbers of all persuasions are attracted on Sundays by the superior manner in which the choral service is conducted.

The Castle Chapel.—This beautiful edifice is seventy-three feet long, and thirty-five broad. The exterior is ornamented with no less than ninety heads, including all the sovereigns of England. The interior is beautiful: it consists of a choir, without a nave or transept, finished in the richest style of Gothic architecture. Buttresses springing from grotesque heads, and ornamented with rich foliage, support the sides. Between the buttresses are pointed windows, surmounted by labels. The roof is supported by six clustered pillars on each side, terminating in capitols, covered with foliage. The ceiling is formed of groined arches, springing from grotesque heads of modelled stucco; it is richly ornamented with tracery, and painted in imitation of stone. The pulpit, desk, gallery, and pews, are all of Irish oak. In the gallery on the right side, is the seat for the lord

lieutenant, and opposite, that for the archbishop. In the centre panel of the front of the organ-gallery, the king's arms are neatly carved, and on either side, those of the Dukes of Bedford and Richmond; from these are placed alternately the arms of all the viceroys of Ireland from the earliest period.

PARISH CHURCHES.

The Church of St. Michael is situated in High-street; at the corner of St. Michael's Hill, immediately opposite the western end of Christ Church Cathedral. The steeple is a high square tower, without a spire, in the lower part of which is the portal leading into a vestibule or ante-hall.

St. John's Church.—This church is situated in Fishamble-street, at the corner of John's-lane. The front consists of four columns of the Doric order, supporting a pediment; a broad flight of steps conducts up to this front, in which are three entrances—a gate in the centre leading to the great aisle, and a door-way leading to the galleries on each side.

St. Michan's Church.—This church is situated in Church-street, a short distance from the Law Courts; and before the year 1700 was the only one on the north side of the Liffey. The organ is the same on which the great Handel used to perform when in Dublin.

St. Audoen's, or St. Owen's Church.—This ancient church is situated in a narrow passage leading from Corn-market to Cook-street, on the south side of the river. The present church is only the western end of the ancient one, about three-fourths of this venerable edifice being in complete ruins.

Church of St. Nicholas Without occupies the north transept of St. Patrick's Cathedral, and may be considered part of it. It was formerly quite in ruins, but it has been restored, which renders the cathe-

dral in that part perfect in form and extent, however it may fall short of its primæval beauty.

St. Peter's Church.—The parish of St. Peter is the largest in Dublin; the church is situated in Aungier-street, nearly opposite York-street. The present church is on an old site, but is a building of modern date, and is in the form of a cross. Both the exterior and interior of this church are divested of ornament, and except for its capaciousness, it would not be worth noticing as a public building.

St. Kevin's Church, in Kevin-street.—St. Kevin's is a chapel of ease to St. Peter's. The present church, which is, comparatively speaking, of recent date, is in the shape of a cross, a plain building like a village church, without any gallery in the interior, or any monuments.

► *St. Stephen's Church,* in Upper Mount-street, is a handsome structure. The portico is of the Ionic order; over the pediment rises an octangular belfry tower, surmounted by a cupola, the apex of which is one hundred feet high.

St. Werburgh's Church.—This church, situated in the street of the same name, is dedicated to St. Werburgh, daughter of Wulherus king of Mercia, who is entombed in the cathedral of Chester. The interior of the church is venerable and elegant; the pews are of oak, and the front of the gallery is also of oak, carved and panelled. The royal arms are in front of the organ-loft, the castle being in this parish; and the organ, which is considered remarkably fine, cost 400 guineas.

St. Mary's Church.—The parish church of St. Mary is situated in Mary-street, at the intersection of Stafford-street with Jervis-street.

St. Mary's Chapel of Ease, in Mountjoy-street, is a very elegant specimen of the modern Gothic. It has a light tapering spire, surrounded by minarets of similar shape.

St. Anne's Church is situated in Dawson-street, opposite Anne-street, and near the Mansion House. The interior is spacious, and disposed with good taste; and the gallery is supported by pillars of carved oak, and fronted with the same.

St. Bridget's, or St. Bride's Church, is situated in a street of the same name, and at the corner of Bride's-alley. In the eastern end, a thing very unusual, are two large circular-headed windows, and at the top of the pediment-formed gable is a clock.

The interior of the church is particularly neat and comfortable; and has a gallery on the sides and the west end, and a few monuments against the walls.

St. George's Church.—On the north side of the city, in a crescent called Hardwicke-place, stands the parish church of St. George. The first view of this church is imposing; the front may be seen directly from Hardwicke-street, and oblique views, equally beautiful, are afforded from Eccles-street and Temple-street.

The principal front towards Hardwicke-street, is ninety-two feet wide, and consists of a majestic portico of four fluted Ionic columns, three and a half feet in diameter, supporting an entablature and pediment, on the frieze of which is a Greek inscription, signifying "Glory to God in the highest!" The portico rests on a landing, accessible by a flight of steps, the entire breadth of itself,—viz., forty-two feet, and the projecting of the portico is fifteen feet.

Over the portico rises the steeple, remarkable for the justness of its proportions, and the perfection of its execution. This permanent monument of the ability and taste of the architect—the late Mr. Francis Johnston—is two hundred feet in height, and consists of five stories above the roof, and a spire.

The interior, which is a corres-

ponding style of taste and magnificence, is eighty feet by sixty, surrounded by a gallery.

St. Catherine's Church.—The parish church of St. Catherine is situated in Thomas's-street, at the south side of the river, in a very elevated situation, almost on the site of the abbey of St. Thomas.

The front is built of granite, and has in the centre four Doric semi-columns supporting a pediment, and at the extremities coupled pilasters. There are two stories, the windows of both of which have carved architraves, and are circular-headed. At the west end stands a tower, containing the belfry, in which is only one bell. The original intention was to erect a steeple and spire; but the idea appears to have been totally abandoned of late.

The interior, which is about eighty feet by fifty, is remarkably imposing, and exhibits excellent taste; it resembles those of St. Thomas, St. Werburgh, and St. Anne, but in internal decorations is superior to all of them.

St. James's Church is in James's-street, opposite a large obelisk-shaped fountain, ornamented by four sun-dials. It is a long, low, narrow building, with six windows on each side, with circular heads.

St. Paul's Church is situated in King-street, north, near the Blue Coat Hospital, and not far from Smithfield. It is a neat edifice in the Gothic style, with a small spire.

St. Andrew's Church, commonly called the Round Church, is situated in St. Andrews-street. It is in the form of an ellipse, whose major axis is eighty feet in length, and minor sixty.

St. Luke's Church is situated on the Coombe, in the vicinity of St. Patrick's Cathedral.

St. Mark's Church, situated in Mark-street, to the east of Trinity College, is a spacious building, erected in 1729. The exterior exhibits no architectural ingenuity or

taste. The interior, eighty feet in length by thirty in breadth, is extremely well disposed for the accommodation of numbers.

ROMAN CATHOLIC CHURCHES.

St. Mary's Parish.—The Church of the Conception, or the Metropolitan Chapel, fronts Marlborough-street, and consists of a portico, which projects ten feet, and stands upon an extensive landing, approached by an extensive flight of steps. It is of six fluted Doric columns, supporting an entablature, ornamented with triglyphs, and surmounted by a pediment. The sides of the church may be considered fronts also, being finished in a very beautiful and singular style. The interior is divided into a nave and side aisles, by two splendid colonnades; the west end forms a circular termination, under which is the principal altar of white marble, detached from the walls, and enclosed by a circular railing; in the centre of each aisle is a quadrangular recess. The total expense of completing this beautiful Grecian structure is estimated at £40,000.

St. Michan's Parish.—The church in North Anne-street is a splendid edifice, built entirely of granite; it is in the later English style, with three finely-arched entrances in the front, which terminate above in a sharply-pointed gable, embattled and surmounted with a cross.

St. Paul's Parish.—The new church, called St. Paul's, is situated on Arran-quay, adjoining the Four Courts. It is a modern structure, with a handsome front of hewn granite. The portico is of the Ionic order: over the pediment rises the belfry-tower, which is terminated by a cupola.

St. Andrew's, in Westland-row, was commenced in 1832, and finished in 1837; the length, one hundred and sixty feet, the transept, one hundred and fifty feet, the breadth and height, fifty feet each. The por-

tico in front consists of two pillars, and four pilasters, in the Grecian Doric style, prolonged at each end by a parochial house; thus presenting a *façade* of one hundred and sixty feet in length.

St. Andrew's. — A commodious new church in High-street, now in progress of erection.

St. Catherine's is a very spacious octagonal brick building, in Meath-street, with a gallery along five of its sides: the altar being in the centre of the other three.

St. James's, James's-street, is a large building in the Gothic style, with a handsome cut stone front.

St. Michael and St. John's Church, situated in Exchange-street, and erected in 1815, has two fronts of hewn-stone, in the later English style. This church was built at a cost of nearly £10,000, which was defrayed by public subscription.

St. Nicholas's. — The church is situated in Francis-street, and is a neat modern building, and the interior beautifully finished.

St. Lawrence O'Toole's is situated in Sheriff-street. It is a fine spacious modern Gothic building of cut limestone.

DISSENTING HOUSES OF WORSHIP.

Of the above, the more remarkable in their architectural character, are the Wesleyan Centenary Chapel, in Stephen's-green, and the Presbyterian churches on Ormond-quay and Adelaide-road.

The Wesleyan Centenary Chapel is in the Grecian style, and exhibits a fine front with Ionic portico, entablature, and pediment, built of mountain granite.

The Presbyterian Church on Ormond-quay exhibits a handsome front of cut limestone in the Tudor style; and the other church belonging to the same denomination in Adelaide-road, is a neat structure in the Grecian style; fronted with mountain granite, and remarkable from its Ionic portico raised on a

high rustic basement with suitable entablature and pediment, and its outside stairs leading to the galleries.

CEMETERIES.

The principal are *Prospect*, which adjoins the Royal Dublin Society's Botanical Garden at Glasnevin, and *Mount Jerome* at Harold's-cross.

Prospect Cemetery, containing upwards of 26 acres, is regularly laid out by divisional walks, and contains a small Doric chapel, where the burial service is read, and many handsome monuments, among which is one to the memory of John Philpot Curran; and in one of the open vaults are deposited the remains of Daniel O'Connell.

Mount Jerome Cemetery is equal to Prospect in area and in arrangement, but more varied in its surface and more secluded in its locality. It also contains many handsome monuments, and a small chapel, in which the burial service is performed.

From the number and variety of trees and shrubs which, as memorials, have been planted from time to time, in both of these cemeteries, by the relatives of the departed; from the suitable adornments and arrangements which have been made by their respective managers; and from the order in which both are kept, these seemly and hallowed depositories of the dead form retreats well suited to awaken trains of reflective thought which, in the bustle of life, are too often unheeded.

Connected with the west end of the city is

THE PHOENIX PARK,

The only place of recreation to which the citizens have at all times access. It comprises an area of 1,759 acres, of which 1,300 are open to the public, the remainder being appropriated to the summer residences of the Lord Lieutenant,

and the Chief and Under Secretaries; to the farm connected with the Hibernian Military School; the Zoological Garden, &c. &c. Roads and drives run in various directions throughout the park, and over the whole extent of its verdant surface the citizens are permitted to traverse as well on horseback as on foot. It is walled around, well stocked with deer, and communicates with different points of the surrounding country by seven entrances, at which there are gates and lodges in various styles of architecture.

The older trees of the park are chiefly in and more immediately around the residences to which we have just referred, and along the old avenue, which were planted by the celebrated Earl of Chesterfield, when Lord Lieutenant; but a considerable extent of young plantations have been formed within these thirty years, and generally throughout the whole extent, fine old hawthorn bushes adorn the surface.

From the general elevation of the ground magnificent views are obtained of the mountain ranges lying to the south, and of the rich intervening country; and from the magazine-fort, and the adjacent knoll,

which is crowned by the Wellington testimonial, are obtained the best views of the west end of the city. In addition to the Vice-Regal, Chief and Under Secretaries' lodges, with the demesnes attached, containing respectively 200, 70, and 50 acres, the park contains the Royal Military Hospital; the Constabulary Barrack (being the head-quarters for Ireland); the Zoological Garden; the Hibernian Military School, for maintaining, educating, and apprenticing the orphans and children of soldiers, with chapel and farm attached. The military reviews are also held in the park, and the garrison races and cricket matches come off here. The Vice-Regal and Secretaries' lodges are plain commodious buildings; the grounds are well timbered, well laid out, and with the gardens, which are extensive, kept in good order.

The accompanying chart, on which all the principal roads are laid down, and the sites of all the more remarkable objects to which we have referred are marked, will enable the stranger to comprehend in a general way the nature and extent of this, the largest and finest public park in the empire.

HOW TO SEE DUBLIN.

The best internal view of the city is unquestionably obtained from Carlisle-bridge, and this is given, necessarily on a limited scale, in the annexed map, plate 2; and although it cannot for a moment be compared with the grandeur of the Thames, and the noble bridges which span that mighty river, still there is a surpassing beauty arising from the numerous lines of wide streets that radiate from our feet as a centre; from the windings of the Liffey with its quayed walls and ample avenues on

either side, though upwards, its still tidal waters, which are spanned by seven handsome bridges, are unruffled even by one solitary barge; by the various public buildings that from this point are more or less displayed; and the tapering masts of the vessels mingling with the ample outlines of the Custom House, the finest far of Eblana's structures.

The routes and means which the tourist will adopt to see the city, will, of course, depend on the time he has to spare and the objects he

has in view. If his time be limited to one day, it is quite possible, with a hackney car at command, and starting early in the morning of a long day, to drive through all the principal streets, and to see, in a very general way, the exterior of all the public buildings. Should this be his case, and taking it for granted that he has read the observations already made, and perused the tabular statements and brief description of the city and its public buildings which we have given, let him start from the very point on which we have now placed him, and consulting plates 2, and 9, proceed up Sackville-street, see in his progress the General Post-office, and ascend Nelson's Pillar, which is close to it, whence a fine view of the city is obtained. Pass the Rotundo, which is at the upper end of Sackville-street, and drive up Rutland-square East; thence through Great Denmark-street, to Temple-street, which turn up,* in order to see St. George's Church. From this turn down Lower Dorset-street to Upper Gardiner-street, through which proceed, passing the Jesuits' Chapel, and driving along Mountjoy-square West, which leads to Lower Gardiner-street, down which continue to Upper Gloucester-street, through which pass, turning down Marlborough-street at Thomas's Church, in order to see the R. C. Metropolitan Church, and Model Schools of the Board of National Education, which are on opposite sides of the street. Close to these buildings is Talbot-street, which leads directly to the terminus of the Dublin and Drogheda railway. From the terminus return along a part of Talbot-street to Gardiner-street, which intersects the former and leads straight to the Custom House.

From the Custom House, drive down the quays to the lighthouse. Retrace your steps by the quays, and repass the Custom House on your return to Carlisle-bridge.

In order to see the Bank of Ireland and Trinity College† in the earlier part of the day, proceed from Carlisle-bridge along Westmoreland-street to the former, which is opposite to Trinity College; and here the tourist may be reminded that in the vicinity of the Bank of Ireland are the Provincial, National, and Royal Banks, the Bank of Boyle, Low, Pim, & Co., and the Commercial Buildings, where the merchants and brokers meet on change.

From this, keep along Dame-street and up Cork-hill, to the Royal Exchange, close to which is the Castle, which contains the residences and offices of the Lord Lieutenant, Secretaries of State, &c., &c.

Resuming our route, proceed through Castle-street, passing Christ Church Cathedral on the right, and run down Nicholas and Patrick streets, on the left, to see St. Patrick's Cathedral—the cathedrals being only a quarter of a mile apart. Returning to Christ Church Cathedral, and keeping along High-street, Thomas's-street, James's-street, passing Guinness's Brewery, and leaving the South Dublin Union Workhouse to the left, and Swift's Hospital to the right, we continue along Bow-street to the Royal Hospital; thence turn down and keep the Military-road to the Terminus of the Great Southern and Western Railway.

If time permits, a drive may be taken through the Phoenix Park for which plate 12 will be a sufficient guide. We may here observe, that all the Park is open to the

* For the portion of the drive from this to the Jesuit Chapel in Gardiner-street—See plate 10.

† For the continuation of this route from the Bank of Ireland to and around the Phoenix Park and back to Carlisle-bridge—See plates 3, 5, 6, & 12.

public, except the demesne of the Lord Lieutenant, of the Chief and Under Secretaries, and the enclosures round the Hibernian School and Mountjoy Barracks. However limited the tourist's time may be, let him, if possible, ascend Thomas's-hill, which is crowned with the Magazine Fort, from which one of the best views of Dublin and its western environs is obtained.

In returning through the City, from the Park, we would recommend the tourist to keep along the right side of the Liffey, at least as far as Essex-bridge, so that he may obtain, by the aid of the river in the foreground, the best views of the Royal Barracks, St. Paul's R. C. Church, the Four Courts, and the new Presbyterian Church, which stands at the foot of Capel-street.

From Essex-bridge, the tourist may either continue along the quays to his starting point at Carlisle-bridge, or proceed through Parliament-street to Dame-street, passing a second time the Bank and Trinity College, on the way to Nassau-street; and from this to the termination, *plates 3, 4, and 8* will serve to indicate the prescribed route. Nassau-street reached, drive through it. Clare-street, the north side of Merrion-square, Lower Mount-street, and Northumberland-road, to the College Botanical Garden—the last-named streets forming a continuous and almost straight line between the College and Garden.

In returning from the College Botanical Garden, keep along Pembroke-road and Baggot-street, to Fitzwilliam-street, which turn up, in order to see Fitzwilliam-square; and this will be satisfactorily done by keeping along the east side of the square and up Fitzwilliam-place. Then turning down Leeson-street, into Stephen's-green, and driving around it, all the various places of

importance in it, as already noticed, will be readily seen. The Royal Dublin Society can be easily visited, by turning down Kildare-street when passing along the north side of Stephen's-green.

The upper end of Grafton-street is at the north-west angle of Stephen's-green; and a drive down it conducts the tourist back to College-green, which is within a minute's walk of Carlisle bridge, from whence he first started.

Now, long as this route at first sight may appear, the ground actually travelled over is only 19½ statute miles—that is, including the general drive round the Phoenix Park, which, in itself, amounts to six miles. So, confining the tour strictly to the city, the route given can be accomplished in 13½ miles.

From this mere run through the principal thoroughfares of the city, in which a passing glimpse is only obtained of its public buildings and other important objects, it is evident that a week, at least, would be required, even with the utmost industry, rightly to comprehend the city in all its bearings, its public buildings, its institutions, its general economy, and its social demarcations; to say nothing of the beautiful environs, which, to many, present the greatest attractions.

At all events, with the utmost economy of time, it will require at least three days rightly to understand, even in a very general way, the outlines of the city, its public buildings, the nature of its environs, and the character of the country lying immediately around it. Under this arrangement, the first day might be devoted to the portion lying on the south side; the second, to that on the north side of the Liffey; and the third, to the environs.

ENVIRONS OF DUBLIN.

The environs of a city are properly limited to the country lying immediately around it; but the introduction of railways, by the rapid means of transit which they afford, have so extended these arbitrary and undefined boundaries, that we have here included a greater area than is usually comprehended under that head, limiting, however, our longest tours to that which is within the compass of a summer's day.

If we except the shores of the bay, which are beautiful, and the banks of the Liffey, which are picturesque, the country lying immediately around the north, east, and west sides of the City of Dublin is, in general, flat, and, except in an agricultural point of view, presents few attractions; but, on the south side, it is not only fertile, but beautifully varied, and rises in successive undulations to the mountains, which trend away southwards, summit over summit, for many a mile.

These great advantages, together with the beauties of the bay, have naturally had their attractions, and accordingly we find that the country lying between the mountains and the sea from Rathfarnham to Bray, including an area of 17,000 acres, is covered with villas, which, in regard to size and style, are suited to the rank and condition of the occupants. Looking at this tract of country, either from the higher points of the opposite shores or from any of the surrounding heights, it appears, from the number of trees collectively, with which the villas are

adorned, as one vast forest relieved only by an occasional church spire or tower that rises above the general level of the umbrageous surface.

Irrespective of Irishtown and Sandymount, which are more immediately connected with the city, and of the villa-clad country to which we have just adverted, the southern shores of the bay—from Booterstown to Dalkey inclusive, a distance of four and a-half miles—are covered with an almost continuous line of buildings under every modification and character of street, square, place, and terrace. These suburbs, for such they really are, are arranged under the well-known local names of Booterstown, Williamstown, Blackrock, Monkstown, Kingstown, and Dalkey; and of all these, Kingstown, as by far the largest and the most important locality, may be taken as the centre.

Up to the period of the formation of the railway to Kingstown, this long chain of suburban habitations was built without much regard to order or to general appearance; and, consequently, present in many places, as well to the railway as to the public road, a very unseemly aspect. Since then, however, much pains have been taken to remedy these defects.

The southern environs will be better seen and more easily comprehended by a series of connected circuits or tours, with brief notices of the more remarkable objects, than by the usual desultory rambles and vague descriptions.

No. 1.—Our First Tour from Dublin will, therefore, be Kingstown and its Neighbourhood.

BY THE RAILWAY.

The Dublin and Kingstown Railway, along which trains are de-

spatched from either terminus every half hour, commences at Westland-row and terminates at Kingstown harbour, a distance of six and a-half

miles. And from this there is an Atmospheric Railway to Dalkey, a distance of about two miles.

On leaving Westland-row, the railway is carried over several streets and across the dock of the Grand Canal by substantial bridges; and, with the exception of some comparatively slight cutting at the Blackrock, is carried along the Strand from Merrion to within half a mile of Kingstown. Although it is raised only a few feet above the level of the tide-water, and although we are borne along in twenty minutes, it affords better views than the adjacent public road, not only of the beautiful bay and opposite coast, but also of the magnificent environs on that side of the city. This fortunate circumstance arises from the railway being at such a distance as enables the traveller in many places to overlook the boundary walls and hedge-row trees under which the public road is carried.

The numerous villas on this side of the city, with their accompanying plantations, appear as one vast forest, backed by the frontier hills of the Dublin mountains, which here finally terminate the prospect.

A mere enumeration of the different villas, crowded as they are together, would far exceed our limits; nor would any general description serve to place them in a tangible point of view. From whatever side, however, this fine assemblage of villas is viewed, *Mount Merrion*, the seat of the principal proprietor of the district, the Honourable Sidney Herbert, is conspicuous. It is remarkable from its elevated site, covering as it does the summit of the long and gently-rising hill around which many of the villas are situated.

The opposite or northern side of the bay is flat; but this flatness is relieved by the plantations which extend along the shore, and which serve not only to adorn it, but also to give it apparent height. It is,

however, beautifully terminated by the peninsula of Howth rising boldly 564 feet above the level of the tide-water, which almost surrounds it.

KINGSTOWN,

So named in honour of his Majesty George the Fourth having embarked here for England in 1821, was originally called Dunleary. It is now the mail packet station between Dublin and England, and also the station of the steamers which ply in connexion with Dublin and the Chester and Holyhead Railway. To commemorate the spot, at the south side of the harbour where George IV. embarked, a small pillar has been erected. The buildings are now extended in every direction, and under every modification of street, terrace, and place—of cottage, hall, and castle; so that, popularly speaking, Kingstown may now be said to embrace not only what was formerly known as Dunleary, but the localities of Monkstown on the one hand, and of Bullock and Dalkey on the other.

The Harbour of Kingstown, the foundation of the prosperity of this immediate district, was commenced in 1817, and is now near its completion. It was designed by the late Mr. Rennie, by order of the Lords of the Admiralty, with a view to afford an asylum to vessels frequenting the Irish Channel. The eastern pier is 3,500 feet in length; the western, 4,950. The piers, by an angular deviation from a right line, incline towards each other, leaving an entrance at the mouth of 850 feet, and enclosing an area of 251 statute acres. The piers are 310 feet in breadth at the base, and fifty-three feet at the summit; and the foundations are laid at a depth of twenty feet under low water. A quay, forty feet wide, has been carried along the piers; and a wharf of 500 feet in length has been erected along the breast of the harbour opposite the entrance, where at all

times merchant vessels may discharge or receive their cargoes. At the end of the eastern pier is a revolving light, which becomes eclipsed every two minutes; and it is part of the original plan to throw a breakwater across in front of the mouth of the harbour.

With the exception of the Run-corn sandstone used in the construction of the lower parts of the piers, all the materials of this large harbour are of compact granite, brought from Killiney, or, as it is oftentimes called, Rochestown Hill, which is about two miles distant. Mr. Rennie's estimate for the completion of the work was £801,000, which sum has been nearly expended.

This harbour is now the station for the Holyhead and Liverpool mail packets; and from the great accommodation it affords to vessels of every class, has fully realized the benefits contemplated in its construction.

Kingstown, from the beauty of its situation, the salubrity of the air, the views which it commands of the bay, and the picturesque country around, as well as from the interest excited by the harbour, the shipping, the arrival and departure of the steamers, &c., is now a place of great resort, and is very much frequented in summer by bathers, for whose accommodation commodious baths have been erected by the Railway Company.

At present the railway proceeds no farther than Kingstown, a distance of six miles; its termini being Westland-row and Kingstown Harbour. An extension of the railway from Kingstown to Bray is in progress, under the name of the Dublin and Wicklow Railway, which is carried along the shore through Dalkey, immediately over and at a very considerable height above the sea, affording, as it passes along the eastern slopes of Killiney Hill, fine views of the lovely bay and

of the truly beautiful country there-to adjacent.

In the present incipient state of Kingstown, it is difficult to trace the various streets and divisions into which the occupied portions of the more modern parts of this interesting locality are gradually resolving themselves; nor until these few years past do the improvements and extensions of the town and neighbourhood appear to have been carried on under any defined plan. Streets and villas were grouped and scattered, apparently at random, and the whole of that tract which stretches along the shore from Blackrock to the base of the Killiney hills—a distance of three miles—which is more or less covered with buildings of every character, exhibits evident want of arrangement.

The Hotels at Kingstown are the Royal, the Anglesey Arms, and Marshall's at Salt Hill—the latter finely situated on the bank which commands the railroad and the bay; the first and largest occupying a beautiful position on Gresham-terrace.

Of the places of public worship, in addition to the parish church, a singular building in the moresque style at Monkstown, there are in Kingstown and its immediate vicinity the Mariner's Church, a Free Church, three large R. C. Chapels, a Scots' Church, Methodist Chapel, and Quakers' Meeting-house. There are also a R. C. and a Protestant place of worship at Dalkey, the latter, a small but beautiful and picturesquely situated building; and there is also a large and handsome Loretto Convent situated immediately on the shore.

The whole district from Monkstown to Dalkey, which, as we have before observed, is now generally included in Kingstown, is highly interesting, as well from the beauty of its situation as from the exten-

sive and varied improvements in progress. The greater part of the soil of Dalkey is naturally rough, and where not rocky, is strewn over with detached boulders of granite, the clearing of which is only accomplished by vast labour and expense.

It is evident, from the old castles at Monkstown, Bullock, and Dalkey, that this locality was, at a very early period, a place of considerable importance. The ruins of the old Castle of Monkstown are in the grounds attached to the modern villa of that name. The more perfect remains of the old Castle of Bullock are close to its pier, and about a mile east from the harbour of Kingstown; and the three small Castles of Dalkey are in the centre of that village, which is about half a mile east from Bullock. Of the dates and founders of the Monkstown and Dalkey castles there are no correct accounts; but it appears from well-authenticated records, that Dalkey was a place of some importance so early as 1358, and that the three castles now remaining are part of the seven which were built for the protection of the early traders. In the village, and near the castle ruins, there are also the ruins of an ancient church.

The island of Dalkey, which is at the point of the headland here bounding the Bay of Dublin, is about two miles east from Kingstown. It is separated from the mainland by a narrow sound of about 300 yards in width, and 1,200 yards in length, and contains about twenty-five statute acres. Its only inhabitants are two or three artillery men, who are in charge of the small battery, which mounts three twenty-four pounders. There are also a martello-tower, and the remains of an ancient church, dedicated to St. Benedict.

The Hill of Killiney, which adjoins Dalkey, and forms so conspi-

cuous a feature in this part of the scenery, rises boldly from the sea to a height of 474 feet, and extends along the shore towards Bray for nearly two miles. The ridge is broken into three little summits, which are distinctly seen from several points of view; one of them being crowned by a dismantled signal-tower; the other by a rude obelisk. The north end of the hill forms part of the common of Dalkey; the western slopes are diversified with villas of every description, some of considerable extent and standing, others springing up; the eastern, or sea side, is more precipitous, and perhaps more interesting from the beauty of the beach, as well as from various improvements, among which are the handsome houses in different styles, lately erected as part of the incipient locality of Queenstown. It is on this, the eastern side of the hill, that the railway from Kingstown to Bray is carried along a platform formed at a vast expense of labour almost perpendicularly over the sea.

To many, the granite quarries at the northern end of Killiney hills, from which the stones used in the formation of the Kingstown harbour were taken, will be interesting; while to all, the highest degree of delight will be imparted by the splendid views from the summit. There, you command the entire outline of the far-famed Bay of Dublin, which is bounded on the one side by the hill on which we stand, and on the other by the beautiful promontory of Howth; and of the lovely Bay of Killiney, to which the hill gives name, which sweeps in one unbroken curve along its eastern base, and thence to the bold headland of Bray. We also command the view of Kingstown Harbour, the shipping, the town, and the rich vicinity; the vessels floating at anchor in the bay, or scudding under the influence of the breeze; and the steamers, alike regardless of

wind and weather, sailing into or leaving port. A considerable part of Dublin, with its magnificent suburbs, are also seen; and all the nearer mountains of Dublin and Wicklow on the south; on the west the softly swelling fertile hills of Kildare and Meath; and, in clear weather, on the north, the distant summits of the Newry and Mourne Mountains.

No. 2.—SECOND TOUR FROM DUBLIN.

Bray by Blackrock and Cabinteely, the Dargle, the Glen of the Downs, and Delgany; returning to Bray by Windgate and Kilruddery, and thence back to Dublin by Dalkey and Kingstown.

TABLE OF DISTANCES FOR TOUR.

						Statute Miles.	
Blackrock,	.	.	.	.	.	—	5
Cabinteely,	.	.	.	.	.	3½	8½
Bray,	.	.	.	.	.	4½	12½
Dargle,	.	.	.	.	.	1½	14½
Glen of the Downs from the Dargle,	.	.	.	.	.	3½	18½
Delgany,	.	.	.	.	.	1½	19½
Bray by Windgate,	.	.	.	.	.	5	24½
Kingstown by Dalkey,	.	.	.	.	.	6½	31½
Dublin by Rail,	.	.	.	.	.	6	37½

The public coaches and caravans which leave the city several times in the day by this road to Bray have their offices in Dawson-lane and Harry-street. Cars and other conveyances can always be hired at the different stands throughout the town, as also at the various job-coach establishments; the particulars of which can be learned at the hotels.

This road is the principal outlet from the southern parts of the metropolis, and leads to the greater part of the more important places in Wicklow and Wexford; and, from the many attractive points it leads to, is much frequented by the citizens. By this line you can, in two hours, be conveyed from the din and smoke of the city, to the most magnificent and wildest mountain scenery.

The environs, as far as Blackrock, we have noticed generally in the preceding road. On leaving that suburb we pass through a beautiful country in which villas are spring-

ing up on every side before we reach Cabinteely.

The plantations connected with the numerous villas on this side of the metropolis, give the country, as seen from the road for six or seven miles, the appearance of a vast forest. We have purposely avoided noticing these villas in detail, as the mere enumeration would far exceed our limits. Besides, many of them are so small, and so grouped together, that it would be difficult to particularize them in a manner intelligible to the traveller. We have, therefore, commenced our notices in his way, where they are less connected, and assume more the character of the country residence.

Adjoining Cabinteely, on the high and beautifully-broken grounds which extend to the base of the Three-rock mountain, is *Cabinteely House*, the residence of Miss Byrne, a descendant of the dynasty of that name, who some centuries ago held large possessions in Wicklow;

Brenanstown, the modern mansion of Mr. Pim; *Glen Druid*, the villa of Mr. Barrington, with several smaller seats. *Glen Druid*, so named from the cromlech or Druid's altar near it, is close to the above villas; and near the head of the glen are the hamlet and ruined castle of Carrickmines. The small and verdant *Glen Druid*, along which our road continues for the next mile, is refreshed by a tiny streamlet, which carries the waters from the neighbouring hills through Loughlinstown; where, increased by the stream from Bride's Glen, (another mountain-rivulet,) it falls into the Shanganagh stream just before it reaches Killiney Bay. *Glen Druid* is also remarkable as the commencement, on this line of road, of that beautifully-diversified surface, which, under many combinations of hill and dale, rock and mountain, wood and water, pervade the greater part of the county of Wicklow.

Leaving Cabinteely, we have on the left, the eastern slopes of Killiney Hill adorned with its smaller villas and modern church; and on the right, the beautifully-undulating country which is bounded by the Three-rock mountain and the range of summits which, stretching easterly, terminate at Shankhill. The summit of the Three-rock mountain is 1,763 feet, and the top of the little cone of Shankhill 912 feet above the level of the sea.

In this naturally-interesting country, and at a short distance from the road, on the right, are the ruins of Tully and Rathmichael churches; and close to the latter is the stump of a round tower. In this district are several Druidical relics; as also the ruins of Shankhill and Puck's castles.

The hamlet of Loughlinstown is situated at the termination of Bride's Glen, which extends upwards to Ballycorus, and is watered by the

mountain rivulet which, as we have just observed, here unites with the *Glen Druid* stream. Adjoining the hamlet is Loughlinstown desmense, the seat of Mr. West. On ascending the hill beyond Loughlinstown, close to the Bray Union Workhouse, we obtain a view of the eastern side of Killiney Hill, with Queenstown, Dalkey Island, Hill of Howth, the line of coast, and places adjacent; and proceed for the remainder of our journey through a beautiful tract of country, which is highly improved and covered with villas. At ten miles from Dublin, on the left, are the remains of the old Castle of Shanganagh, the residence of the Walshes, the former proprietors of the townland, near which is a cromlech, or Druid's altar. This townland has been divided into lots, on which handsome villas, in various styles of architecture, are rapidly rising, on either side of the road.

A little beyond this, and also on the left, is Shanganagh Castle, the seat of Mrs. Hamilton; and in succession the beautifully-situated villas of Woodlawn, Woodbrook, Cork-Abbey, and Ravenswell are passed, before reaching Bray.

On the finely wooded bank, lying to the south, are Old Connaught Hill, the seat of Miss Roberts; the villas of Palermo, Walcot, and Old Connaught; the latter the seat of Lord Plunket.

Bray has long been a favourite resort; and the excellent hotel and posting establishment of Quin have greatly conduced to the increase of visitors. Connected with the hotel are cold and tepid baths; and for those who prefer the sea, bathing-boxes, with a private walk to the beach. Pews are reserved in the different places of worship for the frequenters of this hotel; and, in short, every accommodation is afforded, as well to travellers as to sojourners. In summer, Bray is considerably frequented as a bath-

ing-place, the air being found highly salubrious; and, in addition to the hotel, there are numerous taverns and lodging-houses in and around the town, suited to the various ranks and conditions of visitors.

The town, which is within a short distance of the sea, is divided by the Bray river, which here meets the tide-water, and forms the boundary between the counties of Dublin and Wicklow. It contains places of worship for Roman Catholics, Episcopalian and Presbyterian Protestants, and Methodists. The parish church is picturesquely situated on the river banks, and forms a feature in approaching the town. The principal part of the town consists of one main street, with branches forming part of the roads leading to different parts of the county. The retail trade is inconsiderable, and the few imports, which chiefly consist of coal, timber, slates, and lime, are carried in three or four small sloops. In the valley under the town, is a small salmon fishery, and near it the large brewery of the Messrs. Darley.

Bray is of considerable antiquity. Mr. Dalton, in his history of the county of Dublin, states, "that in 432, St. Patrick attempted a landing, but was denied admission. In 1152, Bray, previously the seat of a rural bishop, was by Cardinal Paparo annexed to the see of Dublin; and, in 1173, it was, together with the adjacent lands, granted to Walter de Riddlesford, by Strongbow, on the part of Henry II."

Subsequently, a large portion of it fell into the hands of the church; and, on the dissolution of the religious houses, the part on the south side of the river became the property of the ancestors of the Earl of Meath, and the Right Hon. Sidney Herbert—the two latter being now the proprietors; in justice to whom we deem it right to state, that from existing leases they

have at present no control over those dilapidated and wretched portions of the town, of which they are respectively the proprietors in fee.

In the part of the town called Little Bray are the remains of the old castle, now used as a police-barrack; and the ruins of two others are in the vicinity—one at Oldcourt, the other at Fassaroe.

No where is there a more lovely tract of country than that which lies around Bray; and there are few portions of mountain scenery more beautiful than that which encompasses it. From all the more elevated lands around the town, this fine circular mountain range can be traced. It commences at Bray Head on the east, and sweeps around in one apparently unbroken chain to Shankhill on the north, including within these extreme summits the two Sugarloaf mountains, the mountains of Douce and Glasskenny, or, as it is called in the ordnance map, Prince William's seat.

Bray-Head Demesne, the seat of Mr. Putland, adjoins the town, the former mansion, with fifty acres of land, being now occupied as a Loretto Convent; and opposite to it is Old Court, the residence of Mr. Edwards. A part of the old castle which gives name to this place, is picturesquely situated in front of the house.

The remarkable promontory of Bray-Head rises boldly from the sea to a height of 807 feet—its base is of considerable extent. It is easy of ascent from the summit of the road leading to Wicklow by Windgate. From its top you command an extensive view of the coast and adjacent country; of the mountains around the town; and of the vicinage of Bray in all its bearings. And from the foot-paths along the sides and summit of the hill, all the more prominent features of the country around are exhibited in

varied and striking points of view. The formation of the Dublin and Wicklow Railway is in progress along the escarpment, which rises so perpendicularly over the sea; and from the hill, views are obtained of the great rock-cuttings and fillings which are necessary to attain the required levels.

Kilruddery, the fine seat of the Earl of Meath, occupies the beautifully basin-shaped valley, which separates Bray-Head from the small Sugarloaf mountain, embracing the whole of the eastern side of the latter. The modern mansion is a large and beautiful Elizabethan structure; and the old formal style of gardening, with its ponds, venerable yews, and evergreen oaks, which existed around the former house, have been happily preserved. The small Sugarloaf, which attains a height of 1,120 feet, and is easy of ascent, commands, from its elevation and site, a better view of the Wicklow coast and adjacent country, as also of the secondary range of mountains which limit that tract, than is obtained from the neighbouring height of Bray-Head. It also forms a remarkable feature in the landscape from every point of view; and, from its isolated position and breadth of base, breaks and diversifies into the most pleasing forms the country lying immediately around it. From *Old Connaught Hill*, the seat of Miss Roberts, which we noticed on approaching Bray, a fine view is obtained of Killiney bay, the richly-wooded intervening country, Bray Head, and Killiney Hill.

In a vicinity covered with villas of every kind, such as this, their bare enumeration would exceed our limits, much less to enter into minute descriptions of their style, extent, and character. And for the same reason, we must omit many notices of the surrounding scenes, as they appear under the influences of light and shade, distance, for-

grounds, and all the media which affect such objects. Every turn of the road, every height we ascend, every hollow we enter, every hedge-row which crosses our line of view, present those features under new, distinct, and varied forms.

In proceeding from Bray Hotel to the Dargle, the tourist will retrace his steps through Little Bray and keep along the mail coach road, having the companionship of the Bray river which flows under the wooded banks limiting the valley through which the road is carried. But, should time not admit of this, and the visit to the Dargle be made in connexion with the next tour, then the better way will be to proceed direct to the Glen of the Downs through Bray and along the old high road to Hollybrooke, from which magnificent views of the hills and mountains lying around Bray are obtained.

In the event, however, of visiting the Dargle on the way to the Glen of the Downs, we shall here briefly describe it; premising that under that arrangement, the road to it branches off the mail coach line, which we have just noticed, at St. Valoire, the beautiful seat of the Hon. Justice Crampton, which is about two miles from Bray; that the Dargle gate is a few perches from the turn of the road, and that admission is always obtained, except on Sundays.

The Dargle, which either takes its name from or gives it to the streamlet flowing through it, is a narrow ravine of about a mile in length. Its sides, which in some places rise 300 feet above the rugged bed of the stream, are precipitous, rocky, and thickly covered with natural wood.

The left bank belongs to Lord Powerscourt, the right to Lord Monck; along the former walks and drives have been formed for the convenience of tourists; and through the latter they are in progress; con-

sequently the former is at present the only accessible side of the ravine.

"The whole scene may perhaps be best characterized by the term romantic. Viewed from above and below, the union of rock, wood, and water, is extremely happy; and in the noon of a hot summer's day, the coolness and sober light in the bottom of this sylvan dell, added to the truly picturesque combinations presented to the eye, and the pleasant murmur of the almost hidden stream, form altogether an enjoyment of no common order."—*Jaghis*.

Access to the ravine is obtained from either the upper or lower end. It is usual with tourists, entering at the lower gate, to send their carriage along the public road to the upper gate, there to wait their arrival, and *vice versa*. In this tour, however, where the object is to proceed to the Glen of the Downs from the Dargle, it is better to return to the lower gate where we entered. By entering from the lower end, the different scenes are more gradually and at the same time more strikingly disclosed; the various heights and depths of the ravine are rendered more attractive; and the views around and beyond, from the higher parts, more advantageously displayed.

From the upper parts, particularly from the cliffs known as the Lover's Leap and View Rock, to which paths from the main walk lead, you command nearly the whole extent of the richly-wooded ravine in its depth and in its windings, with occasional glimpses of the river through the trees, and hear its sound as it forces its way among the rocks which impede its progress. From these elevated and prominent points, to which we particularly direct the attention of the traveller, magnificent views are also obtained of the surrounding mountains and lovely intervening country. Perhaps there is no part of Wicklow richer than

the different views which are here obtained: on the one hand, of that splendid valley in which all the sylvan beauties of *Powerscourt*, and *Charleville* are displayed—grouped and scattered in endless variety, and reaching to the base of the mountains which here limit our prospect; and on the other, of those inexpressibly sweet pastoral hills which form the foreground of the Sugarloaf mountains, and of the rich and villa-studded valley lying towards Bray. These, and more than these,—namely the Enniskerry glen, a part of Glencullen, the Scalp, and all the adjoining hills on the north, and Killiney hills, bay, and coast—are all exhibited from the higher and verdant hill above the upper entrance-lodge leading to Lord Powerscourt's part of the Dargle.

About two miles from Bray by either road, is *Wingfield*, the residence of Mr. Darley; and opposite to it, on the left side of the road, is *Hollybrooke*, the seat of Sir G. F. Hodson, Bart., through which strangers are permitted to drive on their way to and from the Glen of the Downs. The handsome Elizabethan mansion is situated close to the road, and on the margin of the narrow wooded valley which lies between it and the base of the little Sugarloaf; and from the eastern terrace-front of the house, as well as from various parts of the grounds, that mountain and the larger Sugarloaf are seen in their best points of view. A small streamlet, one of the tributaries to the Bray river, adds to the interest of the valley; and the lover of trees will be gratified here, as at Kilruddery, by the aged evergreen oak, cypress, and yew. A high tower built on the side of the little Sugarloaf mountain, by the tenantry of the neighbourhood, to mark their regard for Sir George as a landlord, serves also to indicate the site of this beautiful residence in the hilly country around. On

leaving Hollybrooke, we pass the hamlet and church ruins of Kilmacanoge, where a road branches off to the Powerscourt Waterfall, Roundwood, and the Seven Churches, and to which we presently return. The road from Hollybrooke to the Glen of the Downs runs in the bottom of the valley which lies between the two Sugarloaf mountains; and the great Sugarloaf, when viewed singly, in all its height and breadth, as here, loses much of that grandeur which it exhibits in combination, or when partially displayed. The summit, which rises 1,651 feet above the level of the sea, is easy of ascent from the higher part of the road leading from Enniskerry to Roundwood; this, however, with the view from the cone, we shall notice in their order.

The Downs mountain, which attains to an elevation of 1,232 feet, adjoins the Sugarloaf, and presents to the view from the road, a soft and pleasing outline.

The Glen of the Downs, which we enter at four miles from Bray, takes its name from the above mountain, in consequence of its running for some distance along its base. The appellation Glen of the Downs, however, is generally limited to that part through which the public road runs, and which, strictly speaking, partakes more of the character of a ravine, than of a glen. It is a mile and a half in length, the breadth on an average is about 150 feet, the sides rising boldly, in one part, to the height of 500 feet. They are principally covered with natural copse-wood, which in several places is finely crowned by towering dark pines. An octagon view-room and a small banquetting-house prominently situated on the summit of the left bank, heighten the general effect; but the view of this interesting portion of Wicklow scenery is greatly impeded from the road, and

the heights of the banks diminished, by the alders and other inferior trees which have been allowed to grow apace in the bottom of the glen. The brook, which rises in the upper part of the glen, where it separates the Downs mountain from the Sugarloaf and brawls over its rocky bed, now steals softly under the shrubs, which here adorn the bottom of the Glen; and onwards it gladdens the valley, near the beautiful village of Delgany, where, under the name of the Three-trouts' stream, it pays its tiny tribute to the main.

The right side of the Glen of the Downs is covered with natural copse wood; the left forms part of the demesne of *Bellevue*, to which admission is obtained at the cottage near the head of the glen. Walks and drives traverse the slope, so that the ascent is easily made; and as depth is more allied to the sublime than height, the scene from the summit is more imposing than that from the road. Though striking from every point of view—the road, the ascent and the summit—the glen is seen to most advantage by entering at the southern end. There, the banks are more displayed and appear more elevated, and the magnificent perspective is finely terminated by the Sugarloaf—the lonely sentinel of the scene. At the termination of the glen, and romantically situated on the side of the Downs mountain, are the church ruins and cottage of *Downs*. On clearing the glen, the valley, terminated by Delgany and the sea, together with the beautiful ground on either side, burst unexpectedly on the view.

Bellevue, the seat of Mr. Latouche, which, as we have before observed, includes the east and principal side of the glen, is situated on the southern extremity of the range of hills which connects with the small Sugarloaf, and forms the boundary

between the tract of country lying along the coast, and the glens and valleys through which we have just travelled. From its elevation, southerly aspect, and sea-view, *Bellevue* is one of the most cheerful seats in Wicklow. The principal entrance to the demesne is from the low road running from the Glen of the Downs to Delgany; and the house is gained by a very toilsome and unnecessarily steep ascent. From various parts of the grounds, the views of the sea and adjacent country, as diversified and modified by the trees, are extremely beautiful. Except on Sundays, admittance to *Bellevue* is readily obtained by application at the gate.

The village of Delgany, which is close to *Bellevue*, and within half a mile of our road, is pleasantly situated among the beautifully verdant hills which lie along the shore, and add so much to the scenery of the immediate part of the country lying around.

It contains a limited number of neat and respectably-inhabited cottages; and in its situation, schools, dispensary, and church, forcibly reminds us of the more favoured English localities.

In returning to Bray by Windgate, a considerable ascent is made, the villas of Kindlestown, Templecorrig, Belmont, and Rathdrum are passed, and good views are obtained of the coast and the very interesting country thereto adjacent.

From Windgate hill, *Kilruddery* the fine seat of the Earl of Meath, and Bray Head, both of which we referred to in our notice of the environs of Bray, may be readily reached, if they have not been visited before setting out for the Glen of the Downs. And the rich country from Bray to Kingstown by Dalkey, and thence to Dublin, we have generally noticed in connexion with the preceding routes.

No. 3.—THIRD TOUR.

	Statute Miles.	
Dundrum,	—	4½
Enniskerry,	8	12½
Powerscourt Waterfall,	4	16½
Glencree Barracks,	6½	22½
Killikee,	4½	27½
Rathfarnham,	8½	30½
Dublin,	8½	34½

Pending the completion of the railway to Dundrum, we proceed through Ranelagh—not the least interesting part of the suburbs, and cross the river Dodder either at Milltown or Clonskeagh. In either case we drive through the numerous villas which adorn those parts of the environs, till we reach the rural village of Dundrum. Here we commence the ascent of the eastern slopes of the Three-rock mountain, along which we continue till we reach the Scalp, a distance of five miles; and

here the aspect and character of the country change, the surface becomes wild and rugged, and the detached granite rocks of the upland, which succeed the limestone of the plain, are protruded and strewn around; the villas become thinly scattered; and the cottages of the peasantry are of a very humble and rural character; and nowhere is the contrast between the environs and the adjacent country more sudden or striking than here.

To many, this road leaving Dublin

is more interesting than any of the former which we have described, as well from the more romantic character of the country through which it passes, as from the more extensive views of the southern suburbs which it commands. From the higher parts of the road, the city and country around are distinctly seen in their finest points of view, as also the bay, coast, Killiney Hill, Howth, and all the other parts we have noticed in our preceding routes.

We pass on the right *Moreen*, and several other villas, as also several of the granite quarries which have been opened for the supply of building stone for the city; and at three miles from Dundrum, on the left, the old castle, old church, and hamlet of Kilgobbin. The village of Carrickmines lies about a mile and a half to the left; and near Kilgobbin the road to Glencullen branches off. A little beyond Kilgobbin is the hamlet of Stepside; and at a distance of a mile is the village of Golden Ball, church and demesne of *Kilternan*—the latter the seat of Mr. Anderson. The lead-mines and smelting-house of Ballycorus are romantically situated on the sides and at the base of Shankhill to the left, as are also the old church and fragment of the round tower of Rathmichael, noticed in No. 2. And passing on the right *Springfield*, the beautifully-situated residence of Mr. Thompson, we reach the Scalp, a narrow mountain pass, which separates the summits of Rathmichael and Shankhill, the former rising 1,103 feet, the latter 912 feet above the level of the sea. Though limited in extent, as compared with similar natural features even in Wicklow, the Scalp is very striking, and cannot fail of exciting a train of thoughts leading to the consideration of the successive changes that have taken place on the earth's surface, to the causes that rent the rocks asunder, and

threw the shivered fragments so thickly around. In addition to this remarkable feature, the view of the Sugarloaf, adjacent mountains, and high intervening country, as beautifully seen through the vista formed by the dis severed sides of this singular pass, is very interesting.

As a rural scene, there are few to compare with the view of Enniskerry, backed with the plantations of *Powerscourt*, and terminated by the cone of the Sugarloaf, as seen from the road descending from the Scalp to the happy valley which shelters that hamlet.

Enniskerry is delightfully situated in the valley which connects with Glencullen on the one hand, and with the glen which extends to the lower end of the Dargle on the other. It is watered by the stream named in the Ordnance maps, the Cookstown river, but which we have noted in the preceding parts of our book, the Enniskerry river, and which stream, of course, flows through the glen, until it meets the Dargle river at St. Valory.

The comfortable and respectably-inhabited cottages, the beautiful locality, the striking natural features and scenery around, render Enniskerry by far the most interesting village near Dublin. In addition to the sojourners, it is much frequented by the citizens, being contiguous to the Scalp, and also the most direct road from Dublin, not only to the Seven Churches of Glendalough, but also to *Powerscourt* demesne and *Waterfall*, and to the ravine of the Dargle.

There is a comfortable inn, Miller's, where cars and post-horses can be hired.

Adjoining Enniskerry is *Powerscourt*, the fine seat of the Viscount Powerscourt; the Enniskerry entrance to which is striking, from the spacious and imposing Grecian gateway.

Powerscourt, whether we regard its large baronial mansion, with its

great extent of demesne lands—the beauty and variety of its surface, and the magnificence of the surrounding scenery, with its woods, rivers, and mountains its glens, its valleys, its dells, and ravines—may be ranked among the finest of Irish residences.

The mansion, which is proudly situated on a fine terrace, is externally a plain, large, classical structure; and contains, among several spacious apartments, a fine saloon, eighty feet by forty, in which George IV. was entertained by the late Viscount Powerscourt, on his visit to this country, in August, 1821.

The gardens, in which we may include the new terrace in front of the house, are extensive; and, among the numerous trees in the park, there is, near the house, the finest and largest old ash tree in Ireland. There is something very imposing in the position of *Powerscourt*, and, certainly, few houses in the kingdom enjoy a richer prospect than is obtained from the south or garden front. It embraces the Sugarloaf and adjacent mountains, the Deer Park and its woods, the valley of the Dargle, with all the handsome seats which constitute the magnificent foreground.

Should the traveller visit the demesne of *Powerscourt* (for which an order from the agent, who lives at Enniskerry, is necessary), and enter by the Enniskerry entrance, we would recommend him to regain the public road by the low approach leading past the parish church, which terminates at the gate opposite to the entrance to *Tinnehinch*, thus gaining about a mile of our road.

Tinnehinch, the seat of Mr. Grattan, is a plain unobtrusive mansion close to the road in the sylvan vale which is watered by the Dargle. The house, which was originally the principal inn in this part of the country, together with a considerable tract of the lands lying along

the left banks of the Dargle river, are held under Lord Powerscourt. The principal improvements were effected by the celebrated Henry Grattan, father of the present proprietor, who sought retirement and recreation in this lovely and secluded spot, from the arduous and patriotic duties to which he devoted his useful and honoured life.

To see *Tinnehinch*, as well as *Powerscourt* and a limited portion of *Charleville*—to comprehend their relative bearings and positions, in regard to each other and to the circumjacent country, let the tourist ascend a little way up the hilly road leading from *Tinnehinch* by the demesne of *Bushy Park*, to the mail-coach line. Thence are seen the rich and beautifully secluded grounds of *Tinnehinch*, enlivened by the graceful windings of the Dargle, as it bears along its waters to the rugged and far-famed ravine which takes its name; and there spread before us are the demesne and grounds surrounding *Powerscourt*. There the lordly mansion of the latter appears in its most commanding aspect; and there also the demesne, in all its extent, meets the view.

Retracing our steps down the bank, we proceed along the valley which separates *Bushy Park* from *Charleville*—the former the prettily situated residence of the Earl of Carnwath, the latter the fine seat of the Viscount Monck. Strangers are permitted to drive through the demesne of *Charleville*, and as the approaches are nearly parallel to the road, in addition to the pleasure of the drive, no extra time is required. The demesne of *Charleville*, which occupies a large portion of the limited tract of table land contained in this splendid valley, is situated on the right bank of the Dargle river; but, from the extent and disposition of the woods, no part of the river or valley is seen either from the mansion or the principal approach. It is impossible for any lover of sylvan scenery to

drive through *Charleville*, without admiring the fine old holly bushes, which have been preserved in clearing the lawns of their superincumbent natural wood; and without at the same time regretting that so little attention is generally paid to the growth of this, the finest, the hardiest, and the most useful of all our evergreen shrubs. The mansion is a moderate-sized but handsome Grecian structure. From every part of the demesne the views are of the most magnificent character, but from the new approach, which now includes a considerable extent of the old public road, and for which another and a better line has been substituted by Lord Monck, such views are obtained of the mountains and the woodland scenery around, as no other approach in this part of the country displays. At the glebe-house, which is close to *Charleville* and one mile from *Tinnehinch*, the road branches off to the Deer Park and Waterfall of *Powerscourt*.

The entrance to the Deer Park is a mile and a half from *Charleville*; and from many parts of the road extensive views are obtained of the surrounding district. Before the tourist descends to the Deer Park, we would recommend him to pause and survey the magnificent scenery around him. On the north, the plantations of the demesnes of *Powerscourt* and *Charleville* form a rich foreground to the mountains of Glencullen rising over them. To the west, Glencree, one of the best defined of our glens, with its cultivated and peopled sides, is seen in all its length and in all its breadth, together with its river, bearing along the overflowings of the upper and lower Lough Bray, as well as the waters of the numerous temporary rills which rush down the huge unbroken sides of Kippure, and of the other mountains forming the southern boundaries of the glen. Looking southward, we have the commencement of the glen of the

Dargle, remarkable for its well-defined and circular outline, also as forming part of the united and lofty mountains of Douce and War Hill, which sweep far around it. There, the infant Dargle, having gathered the tiny tributes of the hundred rills which plough the sides of the gigantic Douce, and having borne them over the rocky ledges which form the natural barriers to this magnificent glen, flows joyfully through it to meet the limpid waters of Glencree; and, at the foot of the slope on which we stand, these glens with their rivers unite. The Dargle, with increased volume, flows on through the romantic ravine which bears its name to the meeting of the streams and glens at St. Valory; separating and beautifying as it proceeds the demesnes of *Powerscourt* and *Charleville*; and thither also Glencree, under the various modifications of valley, dell, and ravine, is prolonged.

The Deer Park forms part of the demesne of *Powerscourt*, and is connected with it by a strip of enclosed land stretching along the left bank of the Dargle. In consequence of cutting down the greater part of the aboriginal oaks some years ago, to make way for the growth of new and more extensive plantations, and the removal of the deer to another part of the park, the character of the place has been considerably changed.

Admission to the park, at what is termed the Water Gate, where we meet the Glencree road, is easily obtained; and the drive thence to the Waterfall, which is at the upper end of the glen, is about a mile. The enclosed grounds contain about 800 statute acres, of which the greater part is under young plantations; enough, however, of the old trees remain, to carry the imagination back to what this place was some years ago, when venerable oaks were scattered along the sides of the glen, and when herds of deer

bounded over the fern-covered surface, or stood motionless, at gaze, on the cliffs, "when danger was in the wind."

To many, however, a young plantation is more pleasing than an aged forest: to all, an extent of wood covering the sides of a hill is one of the noblest objects in nature. At certain distances and elevations, middle-sized growths produce all the visual effects of full-grown trees; and even when younger, as here, in large bodies along the sides of the hills, they are capable of exciting the most pleasing emotions. These effects, every lover of sylvan scenery will feel, as he surveys, from some favourable point of view, the scene before him. The Dargle river, which here falls over a ledge of rocks 300 feet in height, is always an object of interest to the tourist; even though it is often very limited in volume, and consequently deficient in that grandeur, which is always produced by the appearance and sound of great natural cascades. The interest of this scene is, of course, heightened in proportion to the quantity of water in the river; and the Dargle, like all mountain streams, is very variable in this respect. These natural and artificial features at which we have just glanced, together with the grandeur of outline and surface with which nature has invested all around, as also the height and character of the connecting mountains, must claim for this portion of the demesne of *Powerscourt*, a high place in Wicklow scenery.

The public are not generally admitted to those parts of the grounds which have been lately planted, and through which drives have been formed in various directions.

Douce mountain, which attains to an elevation of 2,384 feet (the highest in this district), is, in fine weather, easy of ascent, by the new drive made along the top of the northern side of the Deer Park, and

thence, for a short distance, by following generally the course of the Dargle. From many parts of the ascent, magnificent views are obtained of the Deer Park, and, generally, of the tour we have made. The summit of Douce, from its superior elevation, commands most extensive views on every side. To the south and west, all the higher summits of Wicklow are seen; to the east, a great part of the Wicklow coast, and all the more elevated parts of the intermediate country; and on the north, the varied coast and country behind Dublin, with all the more prominent intervening features. Douce is often ascended by climbing the front of the Waterfall hill, and by following the generally frequented path.

In returning to Dublin, we proceed up Glencree, keeping the right bank, for 6½ miles; and although there is nothing either very romantic or striking in the scenery of the Glen, yet it is not devoid of interest—an interest arising not alone from its configuration, the mountains by which it is limited, or its moorland character as contrasted with the country through which we have travelled, but from the consideration of the individual efforts which have so long been made by the cottier-tenantry in the reclamation of the more arable spots which are scattered throughout the whole valley and sides of the Glen, and also by the consideration of how much more might have been effected under an efficient aid and well-considered scientific superintendence.

About half a mile above the point where the Glencree and Military roads meet, are the two small Loughs Bray. They occupy two deep secluded dells, at the base of the Kippure mountain, and are, respectively, 1,453, and 1,225 feet above the level of the sea—the former covering an area of 28 statute acres, the latter 64. On the shores of the lower lough, and within a short dis-

tance of the public road, is *Lough Bray Cottage*, the picturesque retreat of the Surgeon-General, Sir Philip Crampton. This elegant cottage, built in what is usually termed the old English style, enjoys a fine view of the beautifully wild and secluded lake, and of the precipitous sides of that part of Kippure mountain which throws its shade over its limited expanse of water. We may here remark, that Kippure mountain rears its domical summit 1,248 feet above the level of the lake, and the neighbouring mountain of Seefingan 1,139 feet, and that they form striking features in the district. The surplus waters of the two little loughs, uniting with the collected rills which rush down the sides of the adjacent declivities, are carried in one stream down Glencree, at the termination of which they blend with the Dargle.

The old barrack of Glencree, now occupied by the police, is one of a series of military stations which were erected throughout the mountainous districts of Wicklow in 1799, the year after the last rebellion. Near the barrack is a small but neat public-house, where parties can be accommodated with refreshments.

All around, the rocky, half-cultivated, half-moorland Glen up which we have travelled; the lowly dwellings of its inhabitants; the hills which limit it; the mountains on every side; the pervading heath-clad surface, and the solitude which prevails, are all in unison, and tend to produce a singular contrast with the scenery which is gradually exhibited to the view as we descend from the summit of the sterile hills rising above Killikee, to the rich and beautiful lands lying around Rathfarnham—scenery which includes by far the most extensive, the finest, and the richest tract of champaign lands in Ireland; exceeding the view from Windsor in point of extent, as well as having, in addition,

fine ocean and mountain boundaries. All this is beautifully displayed from *Killikee*, the handsome seat of Colonel Samuel White; a slight detour to which, if time permits, will amply repay the tourist.

Before descending to Killikee, and ere the great plain we have just noticed is fully disclosed to the eye, a view of Glenismole, or, as it is generally termed, Ballinascorney, is obtained by a slight deviation on foot from the public road. This glen, the head of which is so well defined by the remarkable hill of Montpelier, forms a remarkable feature in the scenery of the plain, and is seen from this point in all its dimensions. It is generally cultivated and thickly inhabited; and, confining the view to the glen alone, which is about three miles in length, it presents a striking contrast with the scenery around.

In descending the hill between Killikee and Rathfarnham, we leave the Glencullen road on the right, and pass in succession a series of small cloth, paper, and cotton mills, whose machinery are propelled by the Owendoher stream, and along the right bank of which the road is carried for two miles.

Rathfarnham has more of the character of a country village than any of the others lying around the south side of the city. Originally an appendage to the castle, which, up to the period of the Union of Ireland with Great Britain, was the residence of the noble family of Ely, and now, that of the Lord Chancellor of Ireland, it was laid out and built with more care than appears to have been bestowed on the generality of our suburban villages. It has long been unconnected with the castle, and now exhibits the sad results of inattention and neglect.

The castle was founded by Archbishop Loftus about the year 1600, and continued in the possession of the Loftus family up to a few years ago, when it was purchased by its

present occupier, the Right Hon. F. Blackburne, who has done much towards the restoration of the mansion and grounds of this fine old baronial residence.

Rathfarnham is only three and a

half miles from the centre of the city. The intervening country is thickly covered with villas of every class and form. These, together with the country around Rathfarnham, we shall notice in our next tour.

No. 4.—FOURTH TOUR.

	Statute Miles.	
Rathmines cross roads,	—	2
Roundtown,	1½	3½
Rathfarnham,	½	4
Whitechurch,	2½	6½
Lord Castle Coots's School,	2½	9
Leopardstown,	1½	10½
Stillorgan,	1½	11½
Boosterstown, by Merrion and Cross Avenue,	2½	13½
Ball's-bridge,	2	15½
General Post-Office, by Baggot-street and Grafton-street,	2	17½

This tour leads to the larger country seats which lie immediately around the south-west side of the city, and through the more densely villa-clad localities of Stillorgan, Merrion, and Boosterstown; skirts generally around that portion of the southern environs which is occupied with villas; affords from the more elevated parts of the road good views of the city and its environs, as well as of the mountain district which constitutes the grand features of the latter.

From the limits of the city to the village of Roundtown, new streets finished and in progress; houses in groups, with their separate gardens and offices; twin and single villas—all built and building in various styles for the middle classes, are successively passed.

Roundtown is a central point, whence roads radiate to Rathfarnham, our present route; to the city by Harold's Cross; to Kimmage, about a mile and a quarter distant; a limited district, containing *Kimmage House*, the seat of the Right Hon. Frederick Shaw, the Recorder of Dublin, and several villas; and to Templeogue, which is of the same character, and which contains *Templeogue House*, *Cypress Grove*, and various other small seats.

Proceeding from Roundtown to Rathfarnham, we pass several villas on the left; and on the right, *Bushy Park*, the demesne of Sir Robert Shaw, the first of the larger country seats we meet in this direction. It occupies a flat tract of rich lands, which stretches along the river Dodder for nearly a mile; maintains for that length, on an average, a quarter of a mile in breadth; and commands, from many points, fine views of the mountains.

Crossing the Dodder, we reach the demesne of *Rathfarnham Castle*, the seat of the Lord Chancellor, the Right Hon. Francis Blackburne, which we noticed in No. 3. The park occupies an elevated tract of table lands amounting to 300 acres, is well wooded, and commands over the rich sylvan foreground the most magnificent views of the whole range of the Dublin mountains. The public are permitted to drive through this fine park on week-days—that is, from the Rathfarnham to the river entrance. The mansion is a large and remarkably plain structure. The village of Rathfarnham we also noticed under No. 3.

The Loretto Convent, which adjoins Rathfarnham, is a spacious building, and remarkable from the

architectural character of the large chapel, and other additions, lately made to it.

Rathfarnham may be considered as the limits of the more connected villas in this quarter of the environs, and our route for the next seven miles may be said to skirt, for so far, and in a general way, the area which the villas cover; and in the same way to mark the conterminous boundaries of the limestone and granite areas, the boulders of the latter being thickly strewn about. These geological and villa boundaries, though general, are so far evident, that even those who have not hitherto regarded these matters, as they run may read.

Among the various villas around Rathfarnham, we may notice as one of the largest, *Hermitage*, the seat of the Right Hon. Justice Moore.

As we proceed along the western boundaries of *Marley*, the seat of Mr. Latouche, at two and a half miles from Rathfarnham, we pass Whitechurch, a small but beautiful gothic structure, built of the granite of the district. *Marley*, we may here observe, though occupying comparatively low ground, is one of the largest enclosed demesnes on our route. It is well wooded, and contains an area of 370 acres.

Our road continues between the demesnes of *Marley*, on the left, and those of *Holly Park*, and the *Little Dargle*, on the right; the latter the seat of Mr. Ponsonby, *Holly Park* now the College of St. Columba. *Holly Park* is remarkable from the beautiful groups of indigenous holly from which it takes its name; and the grounds of the *Little Dargle* from their occupying one of the ravines into which the northern declivities of the Three-well-mountains are broken. *Larch-hill* is situated a little above *Holly Park*, in one of the glens which diversifies the northern slopes of the Dublin mountains.

On clearing these thickly planted demesnes, we emerge on the unculti-

vated moorlands, along the margin of which our route lies for the next two miles. The hills along which this portion of the road has been so beautifully carried form part of what is usually termed the Dublin mountains. The surface which undulates in pleasing forms is generally covered with granite—the rock of the district, either loose or *in situ*, and among which the “golden furze unprofitably gay” is the all-pervading shrub. In the main, this wavy, rocky surface, which stretches far along the northern sides of the mountains, is well suited to planting, and to planting only; but as yet this kind of rural ornament, improvement, or whatever it may be termed, has not, at least to any extent, found favour in the sight of the mountain proprietors.

From the average elevation at which this part of the road is carried, namely, 400 feet above the sea level; and still better from the higher sides of the contiguous hills, extensive views are obtained of the richly wooded environs, as well as of the mountain sides along the base of which we are travelling; and at the same time, from the vast and highly adorned plain on the one hand, and the rocky mountain sides on the other, the most striking contrasts are afforded.

On crossing the Dundrum and Enniskerry road, we again descend to the villa-covered plain, in which we continue for the remainder of our tour. In this descent views are obtained of the eastern part of the environs of the city, including Kingstown, its shores, and vicinity, which, from the formation of the intervening country, were concealed from the previous part of our tour. Passing *Leopardstown*, the seat of the late and last Lord Castlecoote, we soon reach the hamlet of Stillorgan; and passing the numerous places bearing that name under the various prefixes of Castle, House, Priory, Obelisk, and Lodge, and many

other smaller villas, all bearing the distinctive appellations necessary to their individuality, we reach *Mount Merrion*, the fine seat of the Right Hon. Sidney Herbert, the principal proprietor of this rich and beautiful district. From the higher parts of *Mount Merrion*, the city, the bay, and all the truly splendid environs are seen in some of their finest points of view; and the new and suitable mansion which Mr. Herbert proposes soon to erect, will render this one of the finest of all our country residences.

Adjoining the lower part of *Mount Merrion* demesne is *St. Helens*, the beautiful villa of the Viscount Gough, the place in which this much respected and distinguished warrior has selected to spend the evening of his days. *St. Helens* reaches from the Stillorgan to the Rock road, and is accessible from either side.

From *Mount Merrion*, the remainder of our prescribed route is continued down the greater part of *Merrion-avenue*, and thence through *Cross-avenue* to *Booters-town*, whence we may either proceed to the city by road or rail, as we have previously noticed.

Merrion-avenue is carried down to the sea in a direct line from the entrance to *Mount Merrion*. It is about a mile in length, and of ample width; and is intended for the better class of suburban residences, under various dispositions and arrangements, but all conforming to a general plan. The buildings are rapidly progressing; and when completed will certainly render this the finest avenue of the kind we remember to have seen.

Cross-avenue, which is about half a mile in length, contains *Booters-town* church, a very handsome structure.

No. 5.—FIFTH TOUR.

	Statute Miles.	
Charlemont-bridge,	—	1½
Clonskeagh-bridge,	1½	3
Goatstown,	1½	4½
St. Helen's Gate Lodge, Stillorgan-road,	1½	5½
Donnybrook,	2	7½
Dublin, (Post-Office,)	2½	10½

This, the last and shortest of our tours through the southern environs, leads along excellent roads, rendered delightful by the style and disposition of the villas, and the excellent manner in which they are kept. By it also many of the larger and finer villa residences are seen; but with the exception of *Mount Merrion* none of the larger country seats are brought into contiguity, as in the last tours.

As far as *Clonskeagh-bridge*, where we cross the river *Dodder*, the district travelled through is strictly suburban; but every where, as regards the recent buildings, an improved taste is evident, and

with it increased desires for better arrangements, larger areas for gardens and offices, and more comfortable dwellings.

From *Clonskeagh-bridge* to *Goatstown*, and, indeed, for the whole of our tour, we pass along an uninterrupted succession of handsome villa residences, in various styles, and of various extent, many of which are included in the well-known locality of *Roebuck*.

At *Goatstown*, where cross roads branch off to *Dundrum* and various other localities, we arrive at *Mount-anville*, the residence of Mr. Dargan.

This delightful residence, with its

fine gardens, and spacious lawns, occupies a portion of the higher part of the remarkable hill on which *Mount Merrion* is situated; and it is rendered still more conspicuous from all the country around, from the prospect tower which rises many feet above the roof of the mansion; and from which, one of the finest of the many views of the environs to which we have in our several tours and detours over and over again referred, is obtained.

Riversdale, the seat of his Grace the Archbishop of Dublin, lies a little to the south of Mountannville.

Travelling along the western boundary of Mount Merrion demesne, and through Merville-avenue, which, for its extent, is by

far the most rural of all the roads around the city, we return to Dublin along the Stillorgan road, passing, in our progress, several of the best of what may be now termed our older villas, and certainly one of the best of the modern—namely, *Nutley*, the residence of Mr. Roe, whose mansion, offices, gardens, and farm, have all been erected and laid out in the best manner, and what is perhaps more worthy of notice, are all kept in the highest order.

Re-crossing the Dodder, we pass through Donnybrook, where, in August, the annual fair, more celebrated for boisterous mirth and jollity than business, is held, and re-enter the suburbs.

NORTH ENVIRONS.

No 6.--SIXTH TOUR.

	Statute Miles.	
Santry, (by road,)	-	3½
Swords,	4½	8
Malahide Station,	3½	11½
Howth Junction, (by rail,)	5½	16½
Howth,	3½	20
Around Howth,	6	26
Raheny, (by road,)	4	30
Dollymount,	1½	31½
Clontarf,	1	32½
Dublin,	2½	35½

For this tour, the arrangement recommended is to hire a conveyance to Swords, and thence to the Malahide station, a distance of 11 statute miles; and to make the portion of the tour to Howth by rail, timing the movements, of course, to meet the trains.

This excursion, which is quite within the compass of a day, will exhibit to the stranger the nature and limits of what may be termed the northern environs.

To the agriculturist, it will afford a fair specimen of the soil and culture; to the archæologist, various interesting remnants of architectural antiquities; and to the lover of

natural scenery, much that will gratify his taste and excite his imagination.

Proceeding by the suburb of Drumcondra, we cross the Royal Canal and the Tolka river, and leave the numerous villa residences which adorn the shores of the bay wholly on the left.

From the high table land which we ascend on crossing Drumcondra bridge, a goodly prospect is presented of the flat rich arable land, which stretches away far to the north and west, and of the more modern parts of the north side of the city, backed by the mountains.

Santry, the fine seat of Sir Compton Donville, Bart., with its old trees, church, and picturesque adjoining hamlet, will attract the attention of the traveller—the style of the mansion, the character and keeping of the place, and the construction of the cottages, being so different from what is usually met with.

About three miles from Santry we pass close on the road, the church of Cloghran, remarkable only from its site, a little rocky knoll which affords a good view of the flat and rich country lying around.

SWORDS,

the first town of any importance on this line of road, is watered by the small river bearing its name, which falls into the head of Malahide bay about a mile and a half eastward. The street, which extends for about half a mile along the Drogheda road, consists principally of small houses; and from its contiguity to Dublin, except a little retail business, no trade is carried on. Like most of our ancient towns, Swords appears to be of ecclesiastical origin; and it is stated that a monastery was founded here in 512 by St. Columb, who appointed St. Finian abbot. It appears to have been a place of some importance in the tenth century, and from that period down to 1641, the scene of many a feudal fray. Its chief objects of attraction, at least to the antiquary, are the ancient round tower, old church tower, and the ruins of the archiepiscopal palace. The last, which consists of a considerable extent of the embattled wall, entrance, and flank towers of the court-yard, are in the centre of the village. The round tower, one of the rudest of these extraordinary structures, is situated on an elevated knoll, rising over the streamlet which waters the village in its progress to the bay of Malahide. It is

contiguous to the old church-tower, and to the neat modern place of worship, which occupies the site of the former church. From their elevated position, and the singularity of their different styles, these structures form a very remarkable group in the surrounding flat country.

A mile west from Swords is *Brackenstown*, Mr. Manders; at the same distance on the south, *Drynam*; and adjoining the town, *Mantua*, and *Balheary*, the residence of Mr. Baker; *Seafield* and *Lissenhall* are about a mile and a half to the east of the town, and near the road leading to Drogheda.

MALAHIDE

is situated near the mouth of a shallow inlet of the sea which runs for three miles into the land, leaving, in the upper part of the bay at ebb tides, a great extent of dreary slob. Previous to the opening of the Dublin and Drogheda Railway, Malahide was a poor fishing village, celebrated only for the excellent quality of the oysters which it afforded. Since that period, it has been greatly improved by the addition of a large and comfortable hotel, various handsome and well arranged houses for the accommodation of lodgers and sojourners, a large R. C. Chapel, &c. &c.

The extensive strand, which is a pure firm sand, is admirably situated to bathing; and the vast extent of dry sandy beach, skirted by the sand hills, which stretches along the shores for several miles, is well calculated for recreation and the promotion of health by pedestrian exercise: to which we may add, the privileges of walking through the castle grounds, which visitors enjoy, the advantages of the railway, and the pleasant rides which the fertile adjacent country affords.

Close to the town is *Malahide Castle*, the seat of The Lord Talbot de Malahide, proprietor of the

town and of a considerable extent of country around.

"The castle and grounds therewith connected, were granted to the Talbots by Henry the Second, and have continued in the possession of the family since that period. The mansion, which now assumes such a venerable and castle-like appearance, was, up to the middle of the last century, a plain building, surrounded by its fosse. Its altered style and enlargements were principally effected by the late proprietor, Colonel Talbot, and in these alterations and additions great care was taken to preserve and maintain the ancient baronial character. The same observations apply to the disposition of the grounds around the mansion.

"The interior of the castle is highly interesting. The entrance is by a low arched door, opening into a vaulted hall, and winding staircase of black marble, coeval with the original building. The black oak chamber, which is one of the most curious in Ireland, is long, low, and narrow, and illuminated by a single window of stained glass. The walls and roof are panelled and rafted with exquisitely carved oak. To the right of this apartment is the baronial hall, nearly in its original state, a spacious and lofty apartment, with roof of black oak. In the library, which communicates with the hall, is the grant of Edward IV. to the Talbots. The castle contains an excellent collection of pictures, among them an altar piece by Albert Durer, which is said to have belonged to Mary Queen of Scots.

"Contiguous to the castle, are the remains of the ancient church, for ages the place of sepulture of the proprietors of the castle; it consists of a nave and choir, separated from each other by a lofty pointed arch, nearly in the centre of the building; the east window is large and enriched with geometrical tracery, and over the western end is a small belfry,

thickly covered with ivy, beneath which is a window of two lights, ornamented with crocketed ogee canopies; the whole is shaded by chestnut trees, of which the branches bend over the roofless walls."

The small church ruins of St. Doloughs, which is remarkable for its antiquity and construction, is about three miles west of Malahide and within one and a half miles of Portmarnock station. The next on the way from Malahide to Howth, and from that station it may be visited by those who are interested in that department of archæology; near it are the hamlet, holy well, and small parish church. The railway from the Howth junction station to Howth, runs along the little low isthmus that connects Howth with the mainland.

The peninsula of Howth—for such it really is—is $2\frac{1}{2}$ miles in length, by two miles in breadth, and contains an area of about 2,600 statute acres.

Its surface is highly varied, and presents a singular mixture of arable and rocky lands, the former lying chiefly along the shores. The ridge of the hill is picturesquely diversified, the summit attaining an elevation of 563 feet above the sea level; all the higher portions of the hill are nearly destitute of soil. The quartz, the prevailing rock, rising to the surface of all the more elevated parts of it, covered only with soil sufficient to sustain the dwarf native furze, the *Erica Cinerea*, and other plants which only are found in such habitats.

The greater part of the peninsula, or Hill of Howth, as it is popularly called, forms part of the estate of the Earl of Howth, and has been in the uninterrupted possession of his ancestors since it was granted to Sir Armory Tristram, by right of conquest, in 1177.

The castle, with its very limited demesne, is situated on the north side of the hill, immediately over the Railway Terminus.

It is a long, plain, embattled

structure, flanked by square towers at each extremity; and from the offices, projecting on either side of the entrance front, the castle is approached through a court-yard. The entrance hall is reached by an external flight of steps, leading to a terrace raised to the level of the living rooms. The hall is spacious, compared with the very limited size of the castle, and is enriched with ancient weapons, the bells of the old abbey, and other antiquities. Among the weapons is pointed out the two-handed sword of the founder of the family, Sir Armory Tristram. The demesne, which is not extensive, contains, even with a due regard to its exposure, but few large trees. From the drawing-room windows of the castle a charming view is obtained of the upper part of the park, and of the craggy rocks by which it is bounded.

Between the road leading to the castle and the town, the harbour is passed. It encloses an area of 52 statute acres, and was built according to the plans of the late celebrated Mr. Rennie, at an expense of £305,000.

It is, however, very far from being perfect or suited to the objects for which it was constructed; and from the great quantity of rock, not only within the harbour, but also in the entrance thereto, is never likely to answer for large vessels. It is rapidly filling with mud and sand, and is now abandoned as a packet station. It has, however, become the rendezvous of the fishing vessels engaged in the supply of the Dublin market. George the Fourth landed here on the 12th of August, 1821, —and we may add, that William the Third slept in the castle in 1690.

From the harbour the traveller ascends to the village of

HOWTH,

which consists of a single street, on the side of the hill, with numerous

small cabins straggling around. It contains a chapel, a commodious hotel, and several shops.

In the centre of the town are the ruins of the abbey, which, as a writer in the *Dublin Penny Journal* observes, “from its natural situation, and artificial defences, may be considered half temple, half fortress. It was erected a short time after the establishment of the noble family of St. Lawrence at Howth, early in the thirteenth century—and in the year 1235, was constituted a member of the chapter of St. Patrick’s, Dublin. It owes its origin to the noble house of St. Lawrence, and was endowed by Almericus, the ninth baron, with thirty acres of arable land in Howth, which he gave to the vicar, William Young, and his successors for ever. It still continues to be the cemetery of the Earls of Howth, and their families, and within its mouldering walls repose the mortal remains of many by-gone generations. Their tombs occupy a considerable portion of the interior.”

The ruins of the very small but singular “church of St. Fenton, near the hamlet of Sutton, on the west side of the peninsula, cannot be of earlier date than the abbey. Though its interior measurement is but $16\frac{1}{2}$ by $7\frac{1}{2}$ feet, yet it contains five windows of various forms; one to the east, two to the south, one to the north, and one in the west gable.”

The parish church is close to the castle; and in addition to the Royal Hotel, which is in the village, there is a small but much frequented house called the Baily Hotel, from its being in the vicinity of the light-house of that name, and the Byron Hotel at Sutton, which is on the west side of Howth, are the chief houses of entertainment.

The Baily light-house, which is two miles south from Howth, on the point of a narrow rocky promontory, projecting about a quarter of a mile into the sea, is worthy of a visit. It

presents to the mariner a steady light, and affords to the tourist, from its gallery, a magnificent view of the cliffy shores, rocky precipices, and grassy slopes which constitute the southern shores of the peninsula.

While the northern sides of the peninsula contain the railway terminus, the harbour, the village, the places of worship, the abbey ruins, the mansion and demesne of the noble proprietor; the southern and western acclivities are more extensive, more fertile, and more attractive; and the various handsome villa residences which have been built on these shores since the opening of the railway, attest that these advantages have been duly appreciated.

The circuit of the peninsula, following generally the new road, is about six miles,—that is from the railway terminus at the harbour to the Sutton station; and those who deem this distance too long to walk will find cars for hire at the above stations, at the rate of 6*d.* per mile. Though good views are obtained from this road of the acclivities of the hill, of the bay, and country around, the more extensive views, to which we will presently refer, can only be obtained from the summits of the ridge.

In ascending the hill above the village, the village itself, the harbour, the bays of Portmarnock, Malahide, and Portrane, together with the Islands of Lambay, and Ireland's Eye, are seen in their best points of view.

The Island of Lambay is situated about eight miles to the north of Howth, and two and a half east of Portrane. It contains an area of 595 acres, rises 418 feet above the sea level, and is a remarkable feature from both sea and land.

The smaller island of Ireland's Eye is situated a mile due north of Howth harbour. Its area is 53 acres. It is principally composed of quartz, and rises boldly from the

ocean to a considerable elevation on the north, east, and west sides. It contains the ruins of a very small ancient building, said to have been erected as a place of penance, by St. Nesson, in the sixth century. There are also the remains of an ancient round tower, a modern martello tower, and lighthouse on the island. The lower lands afford good pasturage; and various species of the rarer sea birds frequent the rocks. This tiny islet is also a remarkable feature from many parts of the land and coast; and from Howth, and the opposite shores, its fantastically riven rocks exhibit their very picturesque forms.

Howth, from its projected and almost isolated position on the bay, from its bold shores and elevation above the sea, is a remarkable feature from the city, the sea, and all the country around; and from its rocky sides and summits the most varied, the most extensive, and the most lovely views are obtained of the bay and its shores, the city, and the country lying around. On the east is seen a boundless expanse of ocean; on the south, the bay, its shores studded with villas from the metropolis to Dalkey, a distance of nine miles, with all the mountains appertaining to the counties of Dublin and Wicklow stretched out in long array; on the west, the northern portion of the bay, its villa-clad shores, the city with its piers and harbours backed by the trees of the fertile plain, which uninterruptedly stretches westward to the Atlantic; and on the north, the great extent of champaign lands whose visual limits are the mountains of Armagh and Down, and whose flat shores are girt by the ocean, the limited portion of which, before us, is beautifully diversified by the islands of Lambay and Ireland's Eye.

No city in the kingdom possesses such a locality in their environs as Howth, nor anywhere else would such a locality have remained so

long in such an unimproved state. Placed, by the railway, within half-an-hour's ride of the city, possessing within itself so many materials for its improvement, it might readily be rendered a permanent source of increased income to the proprietors, as well as a never-failing source of healthful recreation and of rational enjoyment to the citizens.

From Howth, should the long range of sand-hills connected with the neighbouring localities of Baldoyle and Portmarnock offer no attractions, the tourist may either return to Dublin directly by rail, or stop at the Raheny station, as directed in our table of distances, and walk a mile and a half down to Dollymount (should there be no conveyance at Raheny), where cars can be readily obtained, and whence omnibuses ply to and from the city every hour.

Along the Strand, from Dollymount to the city, there is a continuation of buildings—in short, the large suburb of Clontarf, in which the modern houses are disposed in straight lines, in crescents, in groups, and in detached villas. And among the numerous villa residences and seats on this line of shore, the more remarkable are *St. Anne's*, the seat of Mr. Guinness; *Clontarf Castle*, the seat of Mr. Vernon; and *Marino*, the seat of the Earl of Charlemont.

St. Anne's is situated midway between Dollymount and Raheny. The beautiful grounds rise immediately from the shore, and from the spacious modern mansion fine views of the bay and its opposite shores are obtained.

From Dollymount to the city the views of the bay are limited, from the level of the road, by the Bull wall and the pier—the latter extending from Ringsend to Poolbeg Lighthouse, a distance of three and a quarter miles. These bulwarks were erected with the view of deep-

ening and clearing the channel, and this they have effected.

At a mile and a half from Dollymount we reach the *Castle of Clontarf*, the residence of Mr. Vernon. It is a moderate-sized but beautiful specimen of mixed Elizabethan and castellated architecture, erected from designs by the late Mr. Morrison. It is near the site of the ancient castle of the Vernons, who have long possessed this valuable estate. We may here remark, that in this vicinity the famous and bloody battle of Clontarf was fought “on Good Friday, the 23rd of April, 1014, between the Irish, headed by Brian Born, monarch of Ireland, and the Danes, headed by Sitric, king of the Ostmen, in which the former were triumphant, although Brian received his death-wound in the arms of victory, in the twelfth year of his reign, and eighty-eighth of his age. In this battle fell Brian's son, Murchad, a great number of the nobility, and 11,000 men.” This, we may remark, is one of the few specimens of the modern castellated residences in or around Dublin.

Adjoining the Castle is the parish church, shaded by its fine trees. The style and keeping of the Castle, with its appurtenances; the secluded but venerable church, with its appropriate burial ground; the spacious avenues leading to them, as well as to the different parts of the country; the beautiful lines of houses which are rising on every side; in short, the air of the locality—all tend to remind us of some of the more adorned suburban portions of the British metropolis.

Marino, the seat of the Earl of Charlemont, which is situated in the centre of the eastern suburbs, has more of the nature and character of the country seat about it than any other residence within the same distance of the city. The mansion is a plain modern-sized structure.

The park, which includes 218 acres, is finely furnished with trees, and contains a Temple, built from the designs of Sir William Chambers,

which is considered a pure and beautiful example of classical architecture.

No. 7.—SEVENTH TOUR.

							Statute Miles.	
Glasnevin,	.	.	.	.	.	.	—	2
Do. Model Farm,	.	.	.	.	.	.	1	3
Abbotstown,	.	.	.	.	.	.	4½	7½
Dublin,	.	.	.	.	.	.	6	13½

This short tour leads to our largest public Cemetery, the Botanical Garden of the Royal Dublin Society, the National Institution for the Deaf and Dumb, the Model Farm of the National Education Board, and the Astronomical Observatory in connexion with Trinity College.

The Cemetery and Botanical Garden we noticed in our enumeration of the institutions of the city; and further, in regard to the Botanical Garden, we have to observe that, next to that of Kew, it is the largest in the three kingdoms, and, in point of variety and beauty of surface, far exceeds that far-famed establishment.

The area of the garden is upwards of 30 acres; its soil is various; the collection of plants is extensive, and its highly and beautifully-diversified surface admirably suited to the growth and display of all the hardy plants, whether trees, shrubs, or herbaceous. It is watered by the Tolka, which separates it from the beautifully-wooded bank of Glasnevin demesne, long occupied by the late Bishop of Kildare. There is an extensive and beautiful range of conservatories, in which a fine collection of the more tender exotic plants are displayed. The public are admitted to every part of this beautiful garden on Tuesdays and Fridays, and at all times, on the order of a member of the Society.

The decayed village of Glasnevin

is pleasantly situated on the banks of the Tolka; and, ere the city extended north of the Liffey, was a favoured retreat; and among the more distinguished of its former inhabitants and sojourners, Tickell, Addison, Swift, Delany, Steele, Parnell, and Sheridan, are enumerated.

Adjoining the village is Claremont, the National Deaf and Dumb Institution. "It is beautifully situated in a demesne of nearly 20 acres of ground, and was established in the year 1819, by the exertion of Dr. Orpen, who gave lectures and raised subscriptions sufficient to enable him eventually to procure this delightful residence for the pupils."

One mile from Glasnevin, in the flat and rich tract of arable land which stretches far to the west and north, is the Model Farm of the National Education Board.

At this farm, which contains 150 acres, lectures are delivered by the superintendent to the young men in training for country schoolmasters, as well as to others who are interested in agriculture; and the farm is meant to exhibit the most approved modes of practice, and to teach the actual operations therewith connected.

To complete this short tour, it is necessary to retrace our steps to the Prospect Turnpike, which is near the Prospect Cemetery, and thence to Tolka-bridge, where we cross

the Tolka and proceed up the banks of that stream to the villa residence of *Scribblestown*, where a road leads up to the Astronomical Observatory of Trinity College, where the Professor of Astronomy or his assistant resides.

There is nothing of a popularly attractive nature at the Observatory, nor are strangers indiscriminately admitted; and few, comparatively speaking, there be, whose minds are trained to the laborious and abstract calculations necessary even to a general knowledge of that—the most glorious of all the sciences. The great object, however, in making Dunsink a stage in our tour, was not only to show the stranger the pretty banks of the Tolka, but, from the hill of Dunsink, and particularly from the edge of the ridge in front of the Observatory, to give him such a view of the city and the country around it, as none other of the more elevated lands around can supply.

Those who have not looked upon the city, its environs, and mountain-boundaries, under the influence of a favourable light, from that part of the brink of Dunsink hill which is close to the Observatory, can form no idea of their extent, beauty, and grandeur—that is, as seen from the north. Collectively, the scene is incomparably grander than the finest views from the Phoenix Park which we noticed in our description of that locality, embracing a much greater

range of country, but still confined to what seems to be the neighbourhood of Dublin, and still within the reach of the unaided eye to explore. The whole of that flat and villa-clad tract which stretches from the valley of the Tolka to the base of the mountains, lies like a vast map before us; the mountains—as we have termed them, but which in reality are only the frontier hills to the Wicklow mountains—can be distinctly traced from the sea at Bray to *Lyons*, the proudly-situated residence of Lord Cloncurry. The spires, towers, and more elevated buildings of the city, mingled and grouped in endless variety, appear to reach to the very base of the Dublin mountains; and the bay, with its varied shores, can be distinctly seen.

From Dunsink to *Abbotstown*, the fine seat of Mr. Hamilton, is only a few minutes' drive. Strangers are admitted to the demesne, which is well worthy of a visit.

From the hamlet of *Blanchardstown*, which is close to *Abbotstown*, and where there is a small wool-spinning factory, and the first station on the Midland Great Western Railway, the tourist is recommended to return to the city along the turnpike road leading by *Phibsborough*, by which will be seen the northern boundary of the Phoenix Park, a great extent of land under culinary vegetables, and generally the limits of the more northerly Environs.

No. 8.—EIGHTH TOUR.

Statute Miles.

From the Post-office, through the Phoenix Park to						
Knockmaroon Gate, . . . . .	.	.	.	.	—	4½
Woodlands Gate, . . . . .	.	.	.	.	2½	7
Lucan, . . . . .	.	.	.	.	1½	8½
Leixlip, . . . . .	.	.	.	.	1½	10½
Carton Entrance, . . . . .	.	.	.	.	3½	13½
Carton House, . . . . .	.	.	.	.	1½	14½
Maynooth College, . . . . .	.	.	.	.	1½	16½
Back to Dublin by rail, . . . . .	.	.	.	.	15	31½

This tour, leading along the more beautiful parts of the Liffey, is extended up its last tributary, the Rye, to Carton, the princely seat of the

Duke of Leinster, and thence to the town and college of Maynooth, which are thereto adjacent; returning to the city by the Midland Great Western railway.

Our road lies through the Phoenix Park, noticed in pages 35 and 36, to the Knockmaroon gate; on passing through which we leave at about half a mile distant on the right and on the high road leading to Lucan, the ruins of Castleknock.

Two verdant knolls, rising from the slightly elevated lands called Knockmaroon Hill, and forming distinct features in the flat and rich champaign country which stretches along either side of the valley of the Liffey, cannot fail to meet the eye of the stranger. One of them is crowned with the basement-walls of what was probably meant for a prospect-tower; the other is nearly covered with the ruins of Castleknock, the ancient baronial residence of the Tyrrells. It is stated in "Dalton's History of the County of Dublin," that previous to the English invasion, Castleknock was a royal Danish residence, and that it was granted in 1177, by Strongbow, to Hugh Tyrrell, one of his officers, who built the castle, and that it was retained by his family for two centuries. In 1316, it was occupied by Edward Bruce, brother to the Scottish king, and, after many mutations, by the royalist army, under Colonel Monck, in 1642. The ruins, though greatly dilapidated, still possess considerable interest.

Before descending from the Knockmaroon Gate, to the low road lying along the left bank of the Liffey, the tourist is recommended to proceed a few perches along the high road leading to Lucan, whence a view of one of the best reaches of the river and its banks is obtained. From Knockmaroon up to *Woodlands*, the left, or northern bank of the Liffey, is almost wholly occupied in the growth of strawberries,

to which the soil and aspect are admirably adapted. This highly profitable application of the surface, however, has led, for so far, to the denudation of the banks, and the want of those sylvan honours which lend their graces and blend so happily with river scenery. The right, or southern bank, though not so well suited to the productions of Pomona, is but partially covered with wood, and much less adorned by art than might have been expected in such a favoured locality, and at the same time so near the metropolis. Passing the villa residences of *Farmley*, *Knockmaroon*, *Heywood*, and *Oatlands*, which are beautifully situated on the bank rising above the road, at about three miles from the Phoenix Park, we reach the entrance gate to *Woodlands*, the fine seat of Colonel Henry White, which is delightfully situated on the left bank of the Liffey; and, as regards its cheerful aspect, elevation, and the richness of its views, is similarly circumstanced to *Carlton*. Lying more easterly, however, it commands more of the rich environs, and of the elevated lands lying south of the city. The greater part of the demesne occupies a portion of that flat table-land which stretches along the northern bank of the Liffey. In several places, however, the high river banks, which form the southern boundary of the demesne, are naturally broken into small, narrow, precipitous ravines. Through one of these, which we may here term a glen, the approach from the low road to the house has been carried; and, while much has been done to improve this delightful glen, its naturally wild character has been happily preserved. The charms of this romantic little glen are much enhanced by a brook, which issues from a very fine artificial lake on the higher grounds, and runs through it—here forming little cataracts, there winding, concealed, through the thickets, and again spreading out its limpid

stream on the little levels formed by the stratified rocks.

The Castle, which occupies the centre of the park, was originally built by one of the Lords Carhampton, to whose ancestors, the Luttrells, the estate was granted in the reign of King John. It, however, owes its present appearance to the repairs and additions made to it by the present proprietor and his venerable father.

The gardens are extensive, and kept in the highest order; and from the walks carried along the wooded banks which rise so boldly over the Liffey, the most beautiful reaches of that beautiful river are obtained.

Strangers are permitted to drive through this fine demesne, to which there are four entrances—one from the river Liffey, a second from Clonsilla Railway Station, and the other two from the high road leading from the Phoenix Park, by St. Vincent's School, to Leixlip.

From *Woodlands* to the prettily-situated town of Lucan, the river banks are clothed on the south side by the plantations of the united and elevated villa residences of *Hermitage*, *Woodville*, and *Edmundsbury*, and on the north side by the plantations of *Woodlands* which join the copse-wood of St. Catherine's.

Before reaching Lucan, the Liffey is crossed by a bridge of one arch of one hundred and ten feet span. The town is pleasantly situated on the banks of the river, and until lately was a place of considerable resort. The grounds connected with *Lucan House*, the residence of Mrs. Vesey, occupy both banks of the Liffey, nearly from Lucan to Leixlip, a space of a mile and a half, and, so far, exclude the view of the river from the road. On application at the entrance-gate, strangers are permitted to walk through the grounds, in which are the remains of the castle of the Sarsfields and of the old parish church.

About half-way between Lucan

and Leixlip, the school for the Sons of the Clergy is passed. Till within these few years, this house was a commodious hotel, for the reception of the numerous visitors who frequented the chalybeate spa, which is in the adjacent demesne of *Lucan House*.

On again crossing the Liffey at Leixlip, beautiful views up and down the river are obtained. Downwards, a fine reach of about a mile is seen under the umbrageous trees of the demesne of *Lucan House*; and upwards, we obtain a view of the broader expanse of water on different levels, occasioned by the mill dams and the confluence of the Rye water.

Leixlip Castle, though a plain structure, tends also to heighten the scene from the bridge, and the plantations connected with this ancient residence, adorn the left bank of the river for a considerable length upwards. This castle, which is now the seat of the Baron De Robeck, is said to have been originally founded by Adam Fitzhereford, one of the earliest English adventurers, and to have been for some time the residence of John, Earl of Morton, while governor of Ireland, during the reign of Henry the Second.

The Salmon-leap, the lowest rapid on the Liffey, is a little above the bridge, and is generally reached through the grounds of *Westown*, which lie along the right bank of the river. About a mile above the bridge, the Liffey enters a narrow and rocky ravine, through which it rushes among the rocks that impede its progress. About the middle of this ravine, it throws its waters over a broken ledge of rocks, popularly known as the Salmon-leap. At all times the volume of water is sufficiently large to be an object of interest, but when the river is swollen, and the rush of waters increased, the magnificence of the scene is greatly heightened.

Like Lucan, the town of Leixlip has fallen considerably into decay;

and although the vicinage possesses many objects of interest, Leixlip has ceased to be a place of general resort. Carton is about three miles from Leixlip, and, in proceeding to it, the aqueduct of one hundred feet in height, by which the Royal Canal and the Midland Great Western Railway are carried over the valley of the Rye is passed.

The banks of the Liffey have naturally had their attractions. On the right bank above *Westown* is *St. Woolstans* the seat of Mr. Cane, with several other smaller residences; and on the left, close to the small manufacturing town of Celbridge, is *Castletown*, the seat of Mr. Conolly. Castletown house is one of the largest and finest Italian mansions in Ireland, and in the grounds is one of the largest and finest cedars of Lebanon. If time permit, Castletown house and demesne may be visited by the tourist on his way from Leixlip to Carton, the detour being only two miles.

Carton, the extensive demesne of the Duke of Leinster, occupies about one thousand acres of that rich tract of table-land lying between Maynooth and Leixlip. It is enlivened, and at the same time beautified, by the Rye-water, which runs for upwards of two miles through the grounds; and by the artificial dams which have been thrown across the river, a series of small and beautiful lakes have been formed. The magnificent Italian mansion was built in the latter end of the last century, from the designs of Richard Cassels, the same architect who planned Leinster house, in Dublin. The house occupies an elevated portion of the table-land which extends from the banks of the Rye, and commands a magnificent view over the richly-wooded foreground of the demesne, of the whole range of the Dublin mountains, and also of the fine tract of country lying along their base. This splendid view is best seen from

the south or garden front of the house. An Italian garden, enriched with statues and vases, stretches along the whole extent of the south side of the house and offices; and in a distant part of the demesne, there is a handsome cottage, with an appropriate flower garden in connection with it. The other gardens and pleasure-grounds are extensive, and kept in high order; and from various parts of the latter beautiful views are obtained of the park, the lake, and the varied grounds.

Strangers are permitted to see the demesne on week days, and those who avail themselves of this privilege on their way from Leixlip to Maynooth, need not return to the Leixlip gate, but proceed along the straight avenue leading from the demesne to Maynooth, and thus effect not only a saving of time, but a variety in the drive.

The Royal College of St. Patrick, or as it is generally termed, the College of Maynooth, was founded in 1796, for the education of the Roman Catholic priesthood.

Previous to the buildings now in progress, under a parliamentary grant, from the designs of Mr. Pugin, there were but little to attract attention in an architectural point of view in the original structures. Mr. Pugin's design consists of a quadrangle whose external measurements are 340 by 300 feet. The north side, which is to be wholly occupied by the chapel, is not yet commenced; but the other sides, which are devoted to dormitories for the Students, to the apartments for the Heads and Professors, the Libraries, Lecture-rooms, Dining-halls, &c. &c., are finished.

When we mentioned Mr. Pugin as the designer, the style of the architecture may be readily inferred:—it is purely collegiate, and from the style, area, and height of the three sides of the quadrangle which have been finished, a very imposing effect is produced. The

plans of improvement embrace the removal of a great many unseemly buildings which lie scattered about, a totally new arrangement of the grounds, with additional offices and many other attractions.

Adjacent to the college are the parish church and the ruins of the castle of the Fitzgeralds, which was built in 1426, by John, the sixth Earl of Kildare.

The ground lying immediately around the large and venerable ruin has lately been cleared, remodelled and enclosed in a suitable manner, by the Duke of Leinster, and means have been taken to preserve the structure from further dilapidation. The parish church, which was originally the chapel to the castle, has also been repaired by his Grace.

These ancient structures, the castle

and the church, between which is the spacious entrance to the college, add much to the appearance and character of this celebrated place.

The small town of Maynooth mainly consists of a single wide street, in which the houses are regularly built, and though principally occupied by the working classes, have a comparatively clean and neat appearance. It contains a commodious inn, a spacious R.C. chapel, and several retail shops for the supply of the immediate district.

The Railway Station is about a quarter of a mile from the town; and from the comparatively high level at which the line is carried, the tourist will, on his return to the city, command better views of the country around than from the road by which he reached Maynooth.

No. 9.—NINTH TOUR.

Statute Miles.

Roundtown,	—	3½
Tallaght,	3½	7
Brittas,	5½	12½
Blessington,	5½	18
Pollaphuca,	4½	22½
Ballymore-Eustace,	4½	27
Naas,	8½	35½
Sallins,	3½	38½
Returning to Dublin by rail,	18	56½

This tour, with its collateral branches, which concludes our notices of the Environs, affords still more extensive views of the country lying to the west of the city than any of the preceding. It also leads to a part of the county of Wicklow, very different in its nature and character from those parts visited in the former tours. Its chief feature, however, is Pollaphuca Waterfall, probably the most romantic scene of the kind in the kingdom.

To accomplish this tour, it is recommended, either to hire a conveyance for the day, or to Blessington, where, at the inn, post carriages can be hired, which will quickly carry the party to Polla-

phuca, and thence to the station of the Great Western Railway at Sallins.

As Roundtown, the first stage in this tour, as well as the country lying immediately around it, has been noticed in No. 4, from that point we shall commence our observations.

From Templeogue to Tallaght is about two and a half miles, and Tallaght being a central point, we may observe, it is as often reached by the road leading through the suburban villages of Dolphin's Barn, and Crumlin, as by Roundtown and Templeogue—the latter, however, is the more preferable road.

This district of country, which is

limited on the south by what are usually termed the Dublin mountains, derives no inconsiderable share of its interest from those magnificent boundaries: and, although it is naturally rich, and the surface highly varied, it owes much less to the hand of art than many of the localities, less-favoured by nature, around the city.

On the south, in addition to the general range of the Dublin mountains, we have a view of Glenismole, in the upper end of which the Dodder has its source; as also of Mount-pellier, the Tallaght hills, and the more lofty mountain of Seechen—all of which respectively limit this fine glen; as also of the hamlet of Firhouse, several paper-mills and villas in the foreground. The romantic little hills around the gap of Ballinascorney, which embosom the sequestered hamlet of that name, as well as the commencement of the road, which at a very high elevation, is carried across the base of Seefingan mountain to the valley of Kippure, can also be traced. On the north, we have the beautifully-undulating tract known as the Green Hills, in which the old castle of Timmon, originally granted by King John to Henry de Loundres, archbishop of Dublin, is a striking feature. We may remark that *Castle-kelly*, the romantic seat of Mr. Grierson, is at the head of Glenismole, and *Friarstown*, Mr. Shaw, at the foot of it.

Tallaght appears to have been formerly a place of considerable importance. An Abbey was founded here in the eighth century, and about the middle of the fourteenth century a castle was built by the then archbishop of Dublin, which continued to be the seat of his successors for many years. Subsequently a more modern mansion was erected, and a demesne enclosed, in which the archbishops of Dublin resided till 1803. In 1822 the dilapidated mansion and the

demesne were let under the ecclesiastical commissioners to Mr. Lenteigne, who has built a neat house near the site of the former mansion. A fragment of the old mansion still remains in the present garden; and attached to the small parish church, which is a modern building in the pointed style of architecture, is an ancient belfry. The village of Tallaght consists of a few houses, and contains about three hundred inhabitants.

The following observations, which are extended to the whole line of road, and to the country generally, are equally applicable to this tour, so far as it reaches.

About two miles from Tallaght we commence the ascent to the high valley reaching from the head of the Glen of Saggard to Baltinglass, and through a portion of which our road lies: and as we ascend we gradually obtain a view of that vast champaign tract lying around Dublin—the largest, the richest, and the most important plain in the kingdom. For many miles from the base of the hills the more prominent features in the flat can be traced. To the east, overlooking the city and the bay, the view is limited by the point where sea and sky seem to meet; westward, the eye ranges over illimitable space; and on the north, the distant mountains of Louth, Armagh, and Down can be distinctly traced. From the heights adjacent to the road, of course more extensive prospects of this apparently boundless plain are obtained; but from the higher elevations this fine tract of country is not presented in so favourable a point of view. We may observe that this magnificent scene is more strikingly displayed in approaching than in leaving the city. In the latter case it is gradually disclosed; in the former, the eye having been long confined to the mountain-valley, the whole scene at once bursts on the astonished sight.

Having gained the summit-level of the road, crossed the head of the ravine, called Glen Saggard, along the eastern sides of which we have ascended, we reach the great upland valley which stretches hence along the base of the mountains to Baltinglass.

We may here remark, that the pretty little Glen Saggard, we have just crossed, and of which we have had a full view in our ascent, is watered by the Slade, the stream which flows through the rich plain by Clondalkin, and after turning several large mills in the southern vicinity of the city, falls into the Liffey, under the name of the Cammock river, near the Royal Hospital.

The part of the mountain-valley through which twelve miles of the road to Baltinglass runs, is bounded on the west by the range of hills which separate it from the great plain we have just adverted to; and across which hills two or three roads are carried to Naas and other neighbouring towns. They are in the order in which we pass them. Slieve Thoul 1,308 feet, and the lower hills, Coreen and Slieve Roe. On the east, the first portion of the valley—that is, till it is intersected by the Glen of Kippure—is limited by the hill of Dowry, the Butter mountain, and Seefingan; which, in the order stated, rise respectively 1,060, 1,459, and 2,364 feet above the level of the sea.

Passing the stage called Brittas, at six and a half miles from *Tallaght*, we enter the county of Wicklow, and at seven and a half, reach the point near the Horse-shoe, where the road branches off by the Glen of Kilbride to the Military road at Sallygap; and near the latter, is the source of the river Liffey, which runs through the glen. About a mile from the above branch is *Kilbride Manor*, the seat of Mr. Moore, and *Kilbride Cottage*, the residence of the Rev. Ogle Moore; and at

two miles, near the confluence of the Bride and Liffey, is *Ballyward*, the residence of Mr. Finnemore. Adjoining *Kilbride Cottage*, are the Golden-hill quarries, whence the granite used in the fronts of the greater part of the public buildings in Dublin has been taken: now, however, a much more beautiful, and a better description of granite is obtained from Ballystockan, beyond Blessington. The small church of Kilbride is romantically situated in the glen, about a mile above Kilbride Manor, and near where the Shankill stream falls into the Liffey; and at four miles up the glen, where the Athdown brook joins the above river, is *Kippure Park*, the seat of Mr. Armstrong. Opposite to *Kippure Park*—that is, on the left bank of the Liffey—is the *Coronation Plantation*, a large tract planted by the Marquess of Downshire on a sheltered portion of his lordship's extensive surrounding estate, in the year in which William the Fourth was crowned, and named in honour of that event.

The Glen of Kippure—that is, from the church of Kilbride to Sallygap—is about six miles. It is well defined, and its breadth gradually narrows upwards. As before stated, it is watered by the Liffey, which issues from the base of Kippure mountain, near the Military road, and is augmented in its progress down the glen by the numerous streams which rush down the mountain sides. The glen is bounded on the north by Seefingan, which rises 2,364 feet, and by Kippure, which rises 2,473 feet above the level of the sea. The south side is limited by the lower summits of Glenflugh, Sorrelhill, and Ballynaton; which, in the order stated, attain the elevations of 1,327, 1,915, and 1,346 feet.

The scenery of *Kilbride*, though on a large scale, is not striking. The softly-rounded outlines of the mountains, with their gentle accli-

vities, produce, however, a pleasing and at the same time a beautiful effect. There are no rugged features; the whole is of a softly-swell-ing pastoral character. A good deal of the bottom and sides of the glen have been reclaimed, and the whole of the former is reclaimable.

The cross-road from Kilbride to Sallygap, a distance of eight miles, is, for a mountain district, easy in its inclinations, and affords a good line of communication to those who are anxious to explore this interesting portion of the country. From Sallygap, the point of intersection with the Military road, the traveller can proceed to Dublin by Killakee and Rathfarnham; to Roundwood by Luggala; or to the Seven Churches. The old hilly road by Ballinascorney joins the Glen road at *Kilbride Manor*; and the recently-formed line from Ballinascorney, by the south side of the Butter mountain, falls into it near *Kippure Park*; so that by either of these lines *detours* can be made.

From the Horse-shoe, the residence of Mr. Cogan, where the road branches off to Kippure Glen, we proceed to Blessington through a fertile and interesting country, leaving the river Liffey—which meanders through the rich and beautiful valley, lying along the base of Ballynatona and Blackmoor hills—about a mile and a half on our left.

The small town of Blessington is situated on an elevated ridge of ground at the termination of the first valley through which our road lies. It is also situated on the verge of the county of Wicklow, the town almost reaching the county of Kildare, and within a short distance of the river Liffey.

It forms part of the Marquess of Downshire's Wicklow estates, and consists of one wide street, through which the public road is carried—the houses are comparatively clean and comfortable. It contains a

commodious parish church, schools, a neat market-house, police barracks, a house for Lord Downshire's resident agent, and a hotel and posting establishment.

The country to the west of the town is beautifully varied by a series of high undulating grounds, which connect with the hills of Slieve Roe and Coreen, and these hills form the highest part of the ridge which separates the ground around Blessington from the fertile plains of Kildare—Slieve Roe attaining an elevation of 1,094 feet. Adjoining the town, a few trees mark out the site of *Downshire Park*, the house in which the noble family of Downshire occasionally resided. It was burned in the rebellion of '98, and the ruins have been lately removed.

About two miles to the south of Blessington, on the mountain road leading to the Seven Churches of Glendalough by Wicklow Gap is *Baltyboys*, the seat of Lieutenant-Colonel Smyth. This demesne is situated on the left bank of the Liffey, and near it are the ruins of St. Mark's church and the castle of Burgage. St. Mark's cross stands near the church ruins, as also the holy well, dedicated to that saint. This assemblage of small ruins is picturesquely situated on the right bank of the Liffey, and opposite to *Baltyboys*.

From the summit of the road beyond the river, we command, on the north, a view of that rich pastoral valley which reaches from Kilbride to the point on which we stand, and of the Liffey, now an important river, meandering beautifully through it. This portion of the valley of the Liffey, than which, as regards soil, we know of none richer in Wicklow, is about five miles in length, its breadth about a mile. It is bounded on the east by the Blackmoor hills, and on the west, by that ridge of land which connects with the elevated plain where stands the town of Blessington.

On the south and east, we have the extensive, rugged, and partially-cultivated plain, bounded in these directions by the mountains of Blackhill, Moanbane, Blackrocks, Slieve Gadoe or Church Mountain, and Wet Mountain. These mountains, whose summits respectively attain, in the order above stated, 1,934, 2,313, 2,296, 1,791, and 1,753 feet above the level of the sea, together with their included hills, sweep around from north to south in one vast circular outline, and form one of the most striking mountain ranges on this side of Wicklow. About two miles to the south-east of Baltyboys is the hamlet and chapel of Lackan; and about a mile beyond them, in a deep mountain recess, lying between Sorrell Hill and Blackhill, are St. Boodin's well, Temple-Boodin church ruins, and *The Lodge*, Mr. Sheehan.

The above district is traversed by the road which runs from Blessington to the Seven Churches, and the branch line to Hollywood; and through the plain a few narrow roads are carried to the cultivated localities. On the base of Moanbane mountain at Ballynastockan, which is about two miles south from Baltyboys, are the granite quarries from which were taken the stones used in the handsome front of the Jesuits' church in Gardiner-street, and many other public buildings lately erected in and around Dublin.

The King's river, the carrier of the hundreds of named and nameless streamlets which flow down the vast amphitheatre of mountains here noticed, forces its mazy course through the mountain valley to the Liffey—a junction with which it effects under the east side of the hill of Baltyboys.

From the top of Baltyboys hill, which rises above Colonel Smith's demesne, to a height of 992 feet, and which is very easy of access from the higher parts of the public

road, an extensive view is obtained of the district whose outlines we have essayed to sketch, as also of the more prominent points of the country around.

The traveller in pursuing his way from Blessington to Baltinglass, passes at about three miles from the former, on the left, *Russelstown*, the residence of Mr. Hornidge; adjoining which, on the right, is *Russborough*, the seat of the Earl of Milltown. This fine Grecian mansion occupies a conspicuous site, and commands a full view of one of the most magnificent mountain ranges in Wicklow, the circular outline of which we noticed generally in our description of the country as seen from the hill of Baltyboys. The mansion, as seen from the road, is a striking object, as well from its position as from the extent of front it exhibits to view. The *façade*, which includes the central building, circular colonnades, and wings, together with the domestic offices on either side, extends to about 700 feet.

To the south-east of *Russborough*, but on the left bank of the Liffey, and forming a rich foreground to the mountain scene we have just referred to, are *Tulfarris*, Mr. Hornidge; *Stormont*, *Willmount*, and *Humphreystown*. Tulfarris demesne is delightfully situated on the Liffey, and stretches for a considerable distance along its southern bank.

Four and a half miles from Blessington, the celebrated Fall of Pollaphuca is reached.

The waterfall, or, more correctly speaking, the rapid, is formed by the Liffey, which, having pursued its devious course from Kilbride church (where it leaves the Glen of Kippure and first assumes the character of the river) to this point, a distance of nine miles, measuring along the fertile valley through which it flows, exclusive of its meanderings, enters at a short distance above the fall, with its greatly-increased volume of

waters, a deep chasm, whose rocky sides rise perpendicularly to a very considerable height above the bed of the river. A few years ago, a bridge of one high-pointed arch, with embattled piers, was thrown across the narrowest part of the chasm, along which the public road to Baltinglass is carried; and, immediately under, the river throws its concentrated volume of water over a series of rocky ledges into a deep pool, or as it is termed in Irish, Pollaphuca, the Demon's Hole. Below the bridge, the chasm widens to a ravine, the steep sides of which being planted, add much to the general effect, and the river spreads over a wide and rugged bed for a considerable distance, after which it pursues its peaceful course in graceful windings down the vale to Ballymore-Eustace.

At all times this limited portion of the course of the Liffey is highly interesting; but it is sublime when the river is full—when the large volume of water is swept along the narrow chasm, and thrown resounding over the broken ledges into the caldron, and thence borne boiling and foaming among the shelving and dissevered rocks that impede its onward course.

This fine piece of river scenery forms part of the demesne of *Tulfarris*, but it is liberally thrown open to the public by Mr. Hornidge. A small house of entertainment within the grounds has also been fitted up, together with a ball-room and other conveniences.

By commencing at the ball-room, which is at the foot of the ravine, as we have already suggested, and walking up the river bank, the rapid and bridge are more advantageously seen; and from the high seat above the bridge, the length and depth of the upper chasm, and also of the lower ravine, are seen in their most extensive if not in their best and most imposing points of view.

The small village of Ballymore-

Eustace, with its cloth manufactory, neat church and chapel, is romantically situated on the banks of the Liffey about a mile below Pollaphuca. The country around is highly and beautifully diversified, forming the termination of the hilly range which stretches from Saggard to Ballymore-Eustace. For a considerable distance above and below the village, the scenery along the river banks is attractive. Above we have just noticed—below, it is of a more subdued and richer character, embracing several of the demesnes to be noticed in the succeeding roads. A mile and a half below Ballymore-Eustace, to the west, is *Stonebrook*; and on the south-west *Ardinode House*; and near the village, *Broomfield*, formerly the lodge of the Earls of Mountcashel.

Bishop's-hill, which attains an elevation of 935 feet above the sea, is a little above the village, and Donade moat, which attains an elevation of 570 feet, is a feature in the hilly country lying to the north.

Many parts of the country adjacent to and below Ballymore-Eustace are highly diversified, fertile, and well cultivated, contrasting strongly with the dreary and wretchedly-cultivated valley through which the greater part of the road from Pollaphuca to Baltinglass lies.

The valley from Pollaphuca to Baltinglass, through which the road runs, lies along the boundaries of the counties of Wicklow and Kildare, where the mountain granite blends with the transition schists of the lower levels, and where also the highland district of Wicklow may be said to terminate. For six miles the Carriggower rivulet meanders through the valley, and falls into the Slaney a little above the Stratford cotton factory.

At Ballymore-Eustace, as well as at the waterfall, there is a comfortable public-house, where refreshments can be obtained, and at the former cars can be hired; and from

that down to Naas a fertile and very prettily-varied country is travelled through.

Naas, which, alternately with Athy, is the assize town for the county of Kildare, is pleasantly situated in the centre of a very fertile and well-cultivated tract of country; and at its weekly markets a considerable quantity of agricultural produce is disposed of. It is, next to Athy, the largest town in the county of Kildare, and carries on a considerable retail trade with the surrounding country. A branch of the Grand Canal runs past it, by which corn and other produce are conveyed; and being, before the opening of the railroad, the point where the roads leading to the principal towns in the south of Ireland branched off, was a place of considerable thoroughfare. The principal inns are Harrington's and M'Evoy's, and at both houses good post-horses and carriages can be obtained. The principal street is about half a mile in length, and from it various lanes branch off. The county court-house is in the main street, and the new gaol adjoins the town; and close to the town are the infantry barracks. The church is a modern edifice in the pointed style, with a large square tower attached to it. The R. C. chapel is a large modern building, and adjoining it is a convent for nuns of the presentation order. There is a diocesan school, with various others, parochial and private. There are also a dispensary, county fever hospital, a union workhouse, with one or two small private alms-houses.

Naas, which is of high antiquity, was, at an early period, the residence of the kings of Leinster, and, after the English invasion, was, together with a large adjacent territory, granted by John, Earl of Morton, to William Fitzmaurice. It was afterwards surrounded with a wall and otherwise fortified; and, it appears, had its ample share of the havocs of the feudal wars that followed from the time of Henry II. to that of Cromwell. Of the castle and various religious houses which were erected here, little remains; the only fragment of architectural antiquity being a part of St. David's Castle, now the residence of the rector. The rath, near the centre of the town, is a high conical mound, commanding a view of the flat country lying to the north and west. On it the states of Leinster are said to have held their general assemblies. In 1569 Queen Elizabeth granted a charter, which was extended by James I. in 1609. About half a mile from the town on the Limerick road is *Jigginstown House*, a large brick mansion, commenced by the unfortunate Earl of Strafford, but never finished. Close to the town on the road leading to Sallins and Clane is *Oldtown*, the seat of Dean Burgh; and on the road to Blessington is *Craddockstown*.

In returning to Dublin by rail, we proceed from Naas to the Sallins station, which is three and a quarter miles; and from the comparatively high level on which the railway is carried from Sallins to Dublin, a good view of the country travelled through is obtained.

GENERAL ITINERARY.

THROUGHOUT this itinerary, the plan followed is to notice, generally and briefly, the scenery and country travelled through, together with the larger country seats and objects of interest, which are in more immediate connexion with the railways and roads described ; endeavouring, as far as possible, to notice these objects successively in their natural order, and in their best points of view ; avoiding all unnecessary details, useless repetitions, and perplexing descriptions of places, far removed from the lines of road under which they are noticed, as well as all historical and other matter which can be much more satisfactorily read either at home or at the hotel than on the road or the rail.

GREAT SOUTHERN AND WESTERN RAILWAY--DUBLIN TO CORK.

TABLE OF DISTANCES.

	Distance between Stations.	From Dublin.	From Cork.
1 Dublin,	-	-	164½
2 Clondalkin,	-	4½	160½
3 Lucan,	2½	7	157½
4 Hazelhatch,	3	10	154½
5 Straffan,	3½	13½	151½
6 Sallins,	4½	16	146½
7 Newbridge,	7½	25½	139½
8 Kildare,	4½	30	134½
9 Monastereven,	8½	36½	128½
10 Portarlinton,	5	41½	123½
11 Maryborough,	9½	50½	141
12 Mountrath and Castletown,	9	59½	105
13 Roscrea and Borris-in-Ossory,	7½	67½	97½
14 Templemore,	11½	79	85½
15 Thurles,	7½	86½	78
16 Goold's-cross and Cashel,	8½	95½	69½
17 Dundrum,	4½	99½	65
18 Limerick and Tipperary Junction,	7½	107	57½
19 Knocklong,	10½	117½	47½
20 Kilmallock,	7½	124½	40½
21 Charleville,	5	129½	35½
22 Buttevant,	8	137½	27½
23 Mallow,	7½	145	19½
24 Rathduff,	9½	154½	
25 Blarney,	5½	160	½
26 Cork,	4½	164½	-

This railway which passes through Queen's county, Tipperary, Limerick, and Cork, forms the trunk of the counties of Dublin, Kildare,

communication to all the south of Ireland, embracing all Munster and the greater part of Leinster. From it, and the other railways which branch off it, roads proceed to every part of that large portion of the island. It holds generally a south-west course, skirts the great limestone plain from Dublin to Mallow, and thence through the sandstone hills to Cork; exhibits in its progress some of the poorest and some of the richest lands in the kingdom, as well as parts of the tamest and of the finest of its scenery.

The entire distance from Dublin to Cork is 164½ miles. Distance posts are placed at intervals of a quarter of a mile along the line; and the distance from Dublin is marked on the left hand side going from that city. The tunnel, of about three-fourths of a mile in length, now in progress, which commences a little beyond the Cork station, and which will connect the railway with the docks, will be a work of great labour. At the docks the Cork terminus is to be built. Up to the vicinity of Mallow the cuttings are few and comparatively trifling; but from that to Cork they are continuous, and in many places very heavy. The only bridge of any remarkable extent on the line is that which crosses the Blackwater, at Mallow. The higher part of the viaduct is raised on 10 arches, 60 feet in height, and 45 feet in span.

The style of architecture generally adopted for the stations along the line, is the old English; and many of them are very handsome. The Dublin terminus we have noticed in connexion with the city buildings.

On leaving the terminus, noticed in page 27, views, are obtained of Kilmainham Military Hospital on the one hand; and of the eastern portion of the Phoenix Park, which contains the Wellington Testimonial, on the other; and, on

clearing the first cutting, which is about a mile in length, the company's extensive factories at

INCHICORE,

where, in addition to the large squares of workshops, &c., in appropriate architectural character, there are several rows and squares of comfortable dwellings for the workmen. Before reaching

CLONDALKIN,

an ancient round tower, one of those singular structures which are peculiar to Ireland, is seen a little to the south of the station-house. This is the first of those singular structures which is met with on this side of the city. Its height is 84 feet, its diameter 15, and it is covered with a conical roof of stone, and is in good preservation; the entrance is about ten feet from the ground, and the base of the column to that height was, about sixty years since, cased with strong masonry. In the upper part a loft has been formed, to which there is access internally by ladders, and from this gallery an extensive prospect over the surrounding country is obtained.

Adjacent to the modern parish church, some of the foundation walls of the old monastery, which appear to have been founded at a very remote period, can still be traced. There is a R. C. chapel in the village, and near it the monastery of Mount Joseph, to which there is also a chapel attached; and connected with the monastery is a large national school.

On the south, the beautiful and fertile tract of country is finely bounded by the Dublin mountains; and on the north, the eye ranges over a wide-spreading and richly-wooded plain. In this plain are situated the finest seats in the vicinity of Dublin; but, from their proximity to each other, they cannot from the railway be particularized.

The forest-like appearance of the area which they occupy, reaching from the city to Maynooth, is remarkable; and the localities of *Carton*, the fine seat of the Duke of Leinster; and *Castletown*, that of Mr. Conolly, can be readily traced from the obelisks that rise over the trees in the respective demesnes. The small towns of Lucan and Leixlip are not well seen from the railway, being situated low in the valley of the Liffey; but these, with the adjacent demesnes, and other objects of interest, are all noticed in the descriptions connected with the Midland Great Western Railway, the contiguous roads, and the Environs of Dublin. *Lyons*, however, the fine seat of Lord Cloncurry, which lies a little to the south of the

CELBRIDGE AND STRAFFAN STATION,

forms a striking feature in the landscape, and is an exception to the observation relative to the seats on the north side of the railway. It occupies the northern slopes of the frontier range of hills which here limit the plain, and trend away in circular outline far to the south. On the same ridge, but a little to the west of Lyons, are the church ruins of Oughterard, and the remains of a round tower.

In the cemetery of Oughterard is the resting-place of a branch of the noble family of Ponsonby, who, a few years ago, possessed the adjacent demesne of *Bishop's-court*, now the seat of the Earl of Clonmel. Contiguous to *Bishop's-court*, on the west, is *Palmerstown*, the seat of the Earl of Mayo. The locality of these seats is well marked by the church and chapel steeples of Kill, a small village, that, from the railway, appears hid among the trees which for several miles adorn that fertile and beautifully-undulated country. The various seats and villa residences

which lie around Kill can only be properly noticed in connexion with the high road leading from Dublin to Naas. The village of Celbridge lies a little to the north of the station, in the valley of the Liffey. Close to the village is *Castletown*, the seat of Mr. Conolly, noticed in page 68. The mansion is one of the largest and finest Italian edifices in the country; and in addition to *St. Woolstans*, the seat of Mr. Cane, and several handsome villas adjacent to Celbridge, are *Killadown*, the seat of the Earl of Leitrim, and *Straffan*, that of Mr. Barton. These fine seats lie above Celbridge, on the left bank of the Liffey. Passing the

SALLINS STATION,

which is close to the village of that name, we are carried, for the next six miles, over a flat, and but little adorned tract of country, in which there is much to arrest the attention of those interested in rural affairs, both as regards its natural fertility, advantages, and deficient culture. Naas is about three miles south of Sallins; the town and country around we have described in page 75. We cross the Liffey near *Morristown Lattin*, the handsome Elizabethan residence of Mr. Mansfield, and soon reach the

NEWBRIDGE STATION,

close to which are the small improving town and large cavalry barrack of Newbridge. About a mile above the town are the ruins of Great Connell Abbey, founded by Meyler Fitzhenry, A.D., 1202. The banks of the Liffey, above Newbridge, are beautiful and fertile; and a great extent of rich pasture lands extends from the river on either side. A mile below Newbridge is the large bog of Mounds, and adjoining the town is *Old Connell House*.

A mile from Newbridge are the

hamlet and demesne of *Moorefield*; the latter is the handsome seat of Mr. Moore, which contains a great extent of finely cultivated lands. At *Moorefield* is a comfortable inn, where post-horses can be hired.

Before reaching the

KILDARE STATION,

we pass through the race-course, probably the finest in the empire, and well-known as the *Curragh of Kildare*—a large elevated, smooth, verdant plain, including an area, of 4,858 statute acres. It is wholly the property of the crown, and is appropriated to racing and coursing, the adjacent proprietors having the privilege, under certain restrictions, of grazing sheep thereon. The whole is under the charge of the ranger, who is appointed by the crown.

Near the *Kildare* station is the small town of that name, which is very remarkable, from the ancient round tower and church ruins which occupy the summit of the low ridge that partially conceals it from the railway. It is now a small and poor town, and possessing few attractions for the traveller not imbued with a love of antiquarian inquiry. It is seated on elevated ground—and its ecclesiastical ruins, "amongst which a round tower rises 130 feet, indicate to the approaching visitor a degree of importance, for the reality of which he seeks in vain on a closer inspection. The domestic buildings are chiefly of an humble description; the town has little trade; and the whole interest of the place depends on the relics of past ages, and the historical events connected with those vestiges."

The town is said to owe its origin to St. Bridget, who, in the fifth century, laid the foundation of the religious houses which were subsequently erected. They consist of the small ruined church, which contains the sepulchral vaults of

the Earls of Kildare, and in which Robert, Duke of Leinster, and father of the present duke, was interred; a small part of the chapel of St. Bridget, in which was deposited a sacred fire kept perpetually burning till it was extinguished by Henry de Londres in 1220. It was soon after rekindled, and kept burning till the Reformation. On the south side of the town are the ruins of the Franciscan abbey.

Close to the church ruins is one of the ancient round towers, and the modern church is attached to the walls of the former.

In addition to the church, the town contains a R. C. chapel, nunnery, and friary; several schools, infirmary, and sessions-house. During the races *Kildare* is well frequented. The jockey club is in the town; and there are a hotel, with various other houses, where lodgings and entertainments can be procured. The town, from its elevation, commands extensive views of the rich and beautiful country lying to the south.

To the north side of the *Curragh* is *Rathbride*, and on the same side, near the road leading from *Kildare* to *Rathangan*, is *Dunmurry*, the seat of Mr. Medlicott. On the left, and near the town, are *Maddenstown* and *Moortown*, the latter the seat of Mr. Moore.

The great tract of low, flat, bleak, and boggy country which lies to the north of the *Kildare* station, and occupies a considerable extent of the county of *Kildare*, as well as of the King's county, is agreeably relieved by the Red Hills of *Kildare*, as they are termed, and the more distant hill of *Allen*; while the more fertile and attractive country on the south, is finely bounded by the *Wicklow* mountains, which, under favourable conditions of the atmosphere, are distinctly seen from many parts of the railway between *Dublin* and this point.

Two miles beyond the Kildare station the branch to Carlow leaves the main line, and from the junction point to Templemore our way lies generally through a flat, low, and featureless portion of the Queen's county—a tract, as regards soil, culture, and aspect, but ill calculated to convince the stranger of the boasted fertility of our island. There are, however, several agreeable spots dispersed throughout this plain on which the eye can rest with pleasure. The country between Kildare and Monastereven possesses few attractions. The Red Hills, which attain an elevation of 769 feet, bound it on the right; and on the left, the eye ranges over the the great extent of bog and low lands, which stretch southwards to Athy.

As we approach Monastereven, the extensive plantations of *Moore Abbey*, the fine seat of the Marquess of Drogheda, rise to view, and form an interesting feature to all this neighbourhood. The demesne occupies the greater part of the hill lying to the south of the town. The mansion, a modern spacious structure, is built on the site of a Franciscan abbey; and though plain, is somewhat in that style of architecture. It stands near the town, and on the banks of the Barrow, which runs for two miles through the demesne.

The Barrow also waters Monastereven; and a branch of the Grand Canal here separates, one arm running to Mountmellick and Portarlinton, the other through the town to Athy. The Monastereven station, from its elevation, commands a good view of the town, the demesne of *Moore Abbey*, and the flat country around. The town of Monastereven contains a venerable church, large R. C. chapel, and various public schools. Large weekly markets are held here; and a good deal of corn and other provisions are forwarded

along the lines of canal. The large distillery, brewery, and neat residence of Mr. Cassidy are in the town, and a number of respectable people have located here. The town is wholly the property of the Marquess of Drogheda. There is a comfortable inn, where carriages and post-horses can be hired.

On the south side of the demesne of *Moore Abbey*, and about four miles from the town, is *Kildangan*, the seat of Mr. O'Ferrall, in which are the ruins of the old castle.

Monastereven stands on the verge of the county of Kildare, and on leaving the town we enter the Queen's county. The country around Monastereven is very variable, intermingled with large tracts of bog, and generally speaking, the soil is shallow and inferior. At two miles from Monastereven is the hamlet of Jamestown, near which is *Jamestown demesne*, Mr. Cassidy; and *Salthe Field* and *Sally Park*. At about a mile from the hamlet of Jamestown, on the road to Portarlinton, is *Mount Henry*, the seat of Mr. Smith, where a handsome mansion has lately been built. A little beyond *Mount Henry* is Lee church, near it *Huntingdon*, Mr. Coote, and Carriek Hill, which rises to a height of 423 feet, and is a feature in the very flat country around.

Between Jamestown, and Ballybrittas, are *Graigavern*, Mr. Armstrong, and *Glenmalire*. Near Ballybrittas, are *Bellegrove*, Mr. Adair; and *Rath*, Mr. Trench; *Ashfield*, and the *Derries*. The latter the seat of Mr. Alloway.

The railway runs close to several of the above-named places, but leaves them all to the south.

Near to the Portarlinton station, on the south, is *Emo Park*, the fine seat of the Earl of Portarlinton. The plantations of this large demesne cover a great extent of the rising ground, and tend greatly to relieve the bleakness of the flat,

boggy country around. The demesne contains an extensive and beautiful deer park, a fine piece of artificial water, and the Italian mansion, when finished, will, in point of extent and architectural character, equal any in the kingdom. The spire of Coolbanagher church on the one hand, and the rude tower of Spire-hill on the other, serve to point out the great extent of plantations connected with this demesne. Spire-hill, which is close to the railway station, rises 423 feet above the sea level, and affords good views of the flat country lying around.

On the north, the plantations of the various villas which lie around the town of Portarlinton, break and diversify the otherwise dreary plain. The town itself, which returns a member to the Imperial Parliament, and which is much more neat and clean than the generality of our towns, lies about a mile to the north of the station. It was named from Lord Arlington, to whom the estate was granted by Charles II., and the prefix Port in consequence of the small landing-place on the Barrow. It is situated on the above river, by which it is divided into two unequal parts: the larger portion, on the right bank, being in the Queen's county; the other, on the left bank, in the King's county. Portarlinton principally consists of one main street, nearly a mile in length; the houses on either side are generally large, regularly built, and respectably inhabited; but the town possesses neither trade nor commerce. The degree of prosperity which it enjoys is therefore to be ascribed to its possessing a greater number of resident gentry than is generally to be found in towns of its size in Ireland. It has also a well-established reputation for the excellence of its schools; and among the many eminent men who received the rudiments of their education here, we may enumerate

the late Duke of Wellington, and his brother, the Marquess of Wellesley. There are two Protestant churches, Methodist and R. C. chapels; a court-house, hospital, dispensary, inn, where post-horses can be obtained, &c., &c. William III. removed a colony of French refugees from Holland thither; and till within these last 40 years, the service was performed in one of the churches in the French language. In the regularity and cleanliness of its streets, respectability and comfort of its inhabitants, the neatly-kept gardens, and the style of the villa residences, around Portarlinton ranks above the generality of our inland towns. Although the country is flat, and naturally uninteresting, yet it is comparatively well clothed with hedge-row timber.

To the south of the town are *La-Bergerie*, *Doolagh*, *Rathleix*, and several other seats; and between Portarlinton and Mountmelick, are *Barrow Bank House*, and *Lansdown*, *Woodbrooke*, *Carryhinch*, *Clonyhurk*, *Portnahinch*, and *Lanragh*.

About two miles below Portarlinton, on the right bank of the Barrow, stand the fine ruins of Lea Castle, once reckoned among the strongest of our feudal buildings. It was erected by the Fitzgeralds in 1260, burnt by Edward Bruce in 1315, re-edified and repossessed by the Fitzgeralds, and finally destroyed by Cromwell's army in 1650. As we advance towards

MARYBOROUGH,

the flat country on the north becomes limited by the Slievebloom hills, which rise from the great plain of Tullamore, and sweep in circular outline thence to the vicinity of Parsonstown. This fine central range of hills approaches within four miles of the railway, and forms, for a considerable distance, striking features in the scenery. On their

southern slopes the woods and other improvements of *Ballyfin*, the fine seat of Sir Charles Coote, can be distinctly traced. The mansion, in the Italian style, is considered one of the finest modern structures of the kind in the kingdom. On the south, and nearly equidistant from the railway, the plain is bounded by the hills which, under various appellations, run from the vicinity of Stradbally to that of the city of Kilkenny, encircling the Castlecomer coal field, the most extensively worked in the kingdom; and, from the high level which the railway occupies at Maryborough, that, the chief town of the Queen's county, and also the surrounding district, can be distinctly seen. From the station, and before the tourist reaches Maryborough, the ruins of Dunamase, which lie about four miles south-east from Maryborough, can be discerned. They crown the summit of a small isolated hill which projects from the more lofty range, to which we have just referred, and are, in regard to situation, among the most striking military ruins in Ireland. They are the mere fragments of the castle of Strongbow, Earl of Pembroke; who obtained it by his marriage with the daughter of MacMurrough, king of Leinster. Being a place of great strength, the possession of the fortress became a matter of much importance, and in the subsequent rebellions was the source of many a bloody fray. It was, however, finally demolished by Cromwell's army, and is now the property of Lord Congleton.

Maryborough is the chief town of the Queen's county, both of which derive their name from Mary the First. Being the assize town, it contains the county court-house, gaol, and infirmary. There are also a neat church, a R. C. chapel, Methodist and Independent meeting-houses, with several school-houses, and a district lunatic asy-

lum. Though a place of some importance in former days, the only remnant of its antiquity is a part of the old *castle*. As the county town, and a place of considerable thoroughfare, we regret to say that it carries on little, if any trade; and, except at the weekly markets and fairs, little business is done.

The flatness which pervades this district, extends around Maryborough; and the surface consists generally of an inferior soil, alternating with large tracts of bog. From Maryborough towards Mountmelick, one of those high gravel-ridges, termed eskers, traverse the plain. These singular formations are frequently to be met with in many parts of this county, as well as in the flat parts of Galway and Mayo.

On the south side of the town are *Rathleague*, the estate and former residence of Lord Congleton; and *Sheffield*, the residence of Mr. Cassane.

Leaving the improved vicinity of Maryborough, we reach the

MOUNTRATH AND CASTLETOWN STATION,

the former being about four miles, and the latter two miles north from the station. Mountrath carries on a little trade in the manufactory of cottons and worsteds, and in the sales of the agricultural produce of the surrounding country. The town is considerable in extent, and contains a neat church, two R. C. chapels, and meeting-houses for Quakers and Methodists. There is a small inn here, where post-horses and carriages can be obtained. The town, and a large tract of the surrounding country, is the estate of Sir C. Coote, Bart.

Woodpark, the former residence of the late Earls of Mountrath, adjoins the town; and *Roundwood House*, *Lacka*, *Northgrove*, and *Carrtown*—all about five miles from Mountrath, and at the base of Slievebloom mountains. The Delour, one

of the Nore's tributaries, and the carrier of many streams from the mountains, runs through *Lacka*; and two miles from the Mountrath station, on the banks of the Nore, is the neat village of Castletown. This small place, from the taste displayed in the erection and keeping of the cottages, forms a contrast with the villages along this line; and the corn mills on the banks of the Nore augment its rural character, and give an air of industry and cheerfulness at once perceived and felt as a relief to the prevailing bleakness of the surrounding country. There is a small inn in the village, where cars and post-chaises can be obtained. Adjoining the village, on the banks of the Nore, are the ruins of the castle of the Fitzpatricks, the former Earls of Ossory, and to whose descendant, the Right Hon. J. W. Fitzpatrick, the village and surrounding estate still belongs.

Adjoining is *Westfield Farm*, the residence of Mr. Price; at two miles from Castletown is *Rusk Hall*, an old seat of the late Earls of Mountrath; and at four miles west from Castletown is the village of Coolrain, near which are *Larch-hill*, *Laurel-hill*, *Coolrain House*, *Mount Salem*, *Tinnakill House*, and one or two other villas. *Doncre House* is on the banks of the Nore, and about two and a-half miles below Castletown.

The Slievebloom mountains are a striking feature in the scenery of this district. They lie to the north of the railway, are generally of the sandstone formation, and reach from the vicinity of the small town of Clonaslee to the neighbourhood of Roscrea, a distance of 16 miles. Ard-Erin, which is about four miles west from the above cluster of gentlemen's seats, and the highest summit in the Slievebloom range, attains an elevation of 1,733 feet above the sea.

From the summit of Ard-Erin, and also from the Cones and other

prominent points, extensive views are obtained of the plains lying at their base, and generally of all the country for many miles around. The mountains are easy of ascent from Mountrath, as well as from various parts of the ridge.

The country along the base of Slievebloom mountains is of a very variable nature—large tracts of peat alternating with the arable lands. Even the best lands are saturated with water, and along the base of the mountains there are thousands of reclaimable acres.

From the Mountrath and Castletown station to the vicinity of Templemore, the poor, flat, boggy, and wretchedly-inhabited country travelled through, offers but little to dilate on, at least with pleasure.

About five miles from the Roscrea and Borris station, we reach the planted hill of Knockahaw. This hill forms part of *Lisduff*, the seat of the Right Hon. J. W. Fitzpatrick, and, though comparatively low, is a feature in the plain, and from its summit affords good views of the country lying around.

The small town of Templemore is about half a mile north of the station. Adjoining the town is a large infantry barrack, capable of containing 1,500 men, and the grounds of the *Priory*, the handsome seat of Sir John Carden, Bart., the proprietor of the town, lies around. The old *Priory* has been abandoned as a residence, but the well-wooded demesne lands have been attached to those of the modern residence, a handsome structure, in the old English style of architecture. One of the entrances to the old demesne is a picturesque remnant of the castle of the Knights Templars, from which the town takes its name. The grounds of this demesne are open to the public; and the manner in which the place is kept, and the hedge-row trees around, give to that side of the town a very rural and pleasing appearance.

Near Templemore is *Lloydsborough*, the seat of Mr. Lloyd; and *Woodville*, *Belleville*, *Eastwood*, and several other villas, are in its immediate neighbourhood. Four miles north of Templemore is *Barnane*, Mr. Carden. This extensive and highly improved demesne stretches up the side of the mountain, and includes the summit popularly known as the Devil's-bit. The park is conspicuous from the tower which has been recently erected near its summit.

About six miles to the west of Templemore, is the small village of *Borrisoleigh*, and near it are *Killcoskahan*, the residence of Mr. Wilington; and *Fishmoynce*, the seat of Mr. Carden. To the east of Templemore the country is very flat, boggy, and dreary; and on that side, at five miles from the town, is the village of *Templetuohy*, near which is *Long Orchard*, the seat of Mrs. Sheil, relict of the Right Hon. R. L. Sheil.

Ash Park, the residence of Mr. Butler, is about three miles from Templemore, on the road to Roscrea.

The Devil's-bit hills, so called from a vulgar legend, of which the small erosion on the summit of the ridge is given as a verification, exhibit probably the most fertile land, for their altitude, in the empire. Their summit is 1,572 feet above the sea level. To the north of the railway they form a remarkable feature for many miles, springing as they do from the beautifully verdant hills lying around Roscrea, and, sweeping in circular outline, they join on the west the Slieve-Phelim range, which dips into the rich plain of Limerick, at about five miles from that city.

From the summit of these mountains, which is very easy of access, the traveller can obtain a correct knowledge of this fertile district—a district containing some of the richest lands in the kingdom.

Now we have entered the county of Tipperary; and the portion of it through which the railway runs for the next forty miles, may be considered as among the richest lands in Ireland, forming part of what is called the Golden Vale. Though there are but comparatively few gentlemen's seats to be seen in this rich tract of country, it is studded with the ruins of castles and churches—a proof that it was, at no very remote period, inhabited by a numerous and wealthy proprietary.

Proceeding to Thurles, at three miles from the Templemore station, we pass close to the ruins of *Loughmore Castle*, once the seat of the Purcells. This very remarkable structure, which is in much better preservation than most of its date, consists of an ancient quadrangular tower, to which a mansion of the Elizabethan era was added. At five miles from Templemore, on the north of the line, *Dovea*, the seat of Mr. Trant, is passed. This demesne includes a very large and remarkably well-managed tract of tillage lands. About a mile and a-half from *Dovea* is *Inch House*, the residence of Mr. Ryan.

Thurles station is close to the town, which is watered by the Suir, here a small sluggish river, and surrounded by a rich, flat, and populous country. Of late years the town has very much increased, both in trade and extent, for which its locality is highly favourable. It supplies an extensive inland district; and is also the market for its produce. There are in the town a very spacious R. C. chapel, a large R. C. college, two convents—the Ursuline and Presentation—and a monastery. In the three latter, schools are held for the education of the poor, and in the college a Synod composed of all the R. C. Bishops of Ireland was held in 1850, under the authority of the Holy See. There are also a

neat church, court-house, infantry barracks, &c.; and the ruins of several ecclesiastical and castellated buildings. Among the former are the remains of the ancient monastery founded by the Butlers in 1300; and in the latter are the ruins of the castle founded by the same family, and the remains of a smaller building called the Knights Templars' Castle. Two miles to the north of the town, on the road to Templemore, is *Brittas Castle*, Mr. Langley, where a large mansion, on the plan of the early Norman castles, was commenced and carried up to a considerable height some years ago. Brittas is worthy of a visit, to those interested in this species of architecture. Four miles from Thurles, on the road leading to Nenagh, is *Farney Castle*, Mr. Armstrong; and near it, *Castle Fogarty*, the seat of Mr. Lenigan, where a handsome castellated mansion has been built; and *Mryaliffe*, the seat of Mr. Armstrong, lies about five miles to the south-west. To the south of the town, on the road leading to Littleton, and at two miles, are *Archerstown*, Mr. Langley, and *Turtulla*, the seat of Mr. Maher. The country in that direction is flat, and mixed with bog; and that character is maintained to the base of the Slieve Ardagh hills.

About four miles south-west from Thurles, and near the railway, are the village and abbey ruins of Holy Cross. The village is situated on the right banks of the Suir, and contains the parish church and R. C. chapel. Adjoining are the ruins of Holy-cross abbey, one of the finest remains of the pointed style of architecture in Ireland. It was founded in the year 1182, by Donald O'Brien, king of Limerick.

These extensive and picturesque ruins contain many interesting details: they consist of the remains of the nave, choir, and transepts of the church, with a lofty square tower, supported on four gracefully pointed

arches, opening into the choir and transepts; there are also the remains of several small chapels of much more elegant design and richer embellishment than the other parts of the structure, and the roofs are delicately groined. The nave of the church is separated from the aisles by a series of four arches, and has a west window of large dimensions; and between it and the choir the space under the tower is beautifully groined. In the abbey is the tomb of Lady Eleanor Butler, fourth Countess of Desmond.

About two miles south-east from Holy Cross, adjoining the beautifully verdant hill of Killough, which attains a height of 773 feet above the sea, and commands a view of this the most fertile and beautiful midland district of Ireland, are Killough Castle; and *Gaile*, the latter the seat of Mr. Phillips.

From various parts of the line between the Thurles and Cashel stations, the rock of Cashel crowned with its ruins can be distinctly seen under favourable conditions of the atmosphere, though six miles distant. Two miles from the

GOOLD'S CROSS AND CASHEL STATION,

on the road leading to Cashel, is *Longfield*, the seat of Mr. Bianconi, of whose liberality and unwearied exertions in practically facilitating the means of communication throughout Ireland, every traveller in these countries is cognisant.

On the estate of *Longfield*, and within a mile of the house, are the ruins of *Castlemayle*, originally a stronghold of the Butlers, and subsequently the castle of the Cootes, who, after its destruction by Cromwell, re-edified and modernized it. Its walls are washed by the Suir, here a considerable river. Not far from the castle are the ruins of the old church, the modern church, and the fort of *Ardmayle*, whose sum-

mit affords a good view of the rich surrounding district.

At five miles from Longfield House, and seven miles from the station, is the city of

CASHEL,

which, though situated in the centre of a very rich country, at a considerable distance from any large town, returning a member to the imperial parliament, and, until lately, an archiepiscopal city, is yet a place of little importance. The town is irregularly built, if we except the main street, in which the principal business is done: one or two of the outlet streets are respectably inhabited; but the greater part of the other streets and lanes are narrow, and occupied by very poor people. The cathedral is a modern building, adorned by a plain, but lofty spire. The R. C. chapel is large and also modern, and occupies the site of the old Franciscan abbey. The Hore abbey, or Grey Friars, is a fine ruin, and comparatively in good preservation; the Dominican abbey is stated to have been extensive, but it is now much decayed. These ruins are in different parts of the town, and quite distinct from those on the Rock, which, from their number, variety, preservation, and singular site, are decidedly the most interesting assemblage in the kingdom; and to use the words of Sir Walter Scott, "*such as Ireland may be proud of.*" They consist of the round tower, Cormack's Chapel, the cathedral, castle, and monastery; the latter is a few yards detached, and the least remarkable of the number; all the former are closely connected. The round tower, the date and uses of which are, in common with those of all other similar structures, involved in so much obscurity, raises its tall and yet scarce dilapidated head far above its younger and more decaying companions. It is fifty-six feet in circumference, and ninety feet in height. The chapel of Cormack

M'Carthy, King of Munster, built in 1136, is considered a good specimen of the ancient Saxon; and the numerous ornaments, grotesque heads, and other curious sculptures, which adorn the arches, columns, and pilasters, are all in uniformity of style. The cathedral is a good remnant of what is usually termed the pointed Gothic, and contains many interesting relics. The castellated building adjoining, forms externally a part of, and is internally connected with the cathedral, and appears to have been a place of great strength, in those days when the princely ecclesiastics assumed the powers of lords temporal as well as spiritual.

The Rock of Cashel, which is crowned with the above splendid group of ruins, rises abruptly from the wide-extended, fertile plain, to a considerable height above the town, and from many parts of the distant country forms a very striking object. On the summit of the Rock and around the ruins, an area of about three acres of the richest sward has been enclosed, which is open to the public; and the parish sexton, who acts as the cicerone, will always be found at hand to show the interior. From the higher parts of the buildings, and even from the summit of the Rock, extensive views are obtained of the town and surrounding country. These views being from a lower level, are of course more limited than those from the neighbouring height of Killough; but, as the rock is very easy of access, we would recommend all travellers to avail themselves of the splendid prospects which it affords.

The principal seats in the immediate vicinity, are *Newpark, Richmond, Rockview, Dualla, Ballinamona, Deer Park, and Race-course Lodge.*

THE DUNDRUM STATION

is situated in the centre of *Dun-*

drum Demesne, the seat of the Viscount Hawarden, whose extensive plantations form a feature in the country for several miles on either side of the railway.

The small village of Golden, or Goldenbridge, is pleasantly situated, about five miles south of the station, on the Suir, there a river of some importance, having been considerably increased in volume by the collected waters which run down from the Slieve-Phelim mountains. Above and below the village the Suir flows through a remarkably rich and beautifully-varied country, gathering strength from its different tributaries as it proceeds to Cahir.

Close to the village is *Castlepark*, *Athassel House*, and interesting abbey ruins. *Suir Castle*, and *Ballycurren*, are from one to three miles on the south side; and *Goldenhills*, *Springmount*, *Ballygriffin*, and *Lisheen*, are from one to three miles on the north side. Though, unfortunately, the Abbey of Athassel is now in a very ruinous state, the remains give ample evidence of its original magnitude and splendour.

About two miles west from Golden, is *Thomastown*, the seat of the late Earl of Llandaff, and now of Viscount Chabot. The fine castellated mansion, the extent of grounds, the surrounding scenery, the richness of the soil, and the plantations, entitle this demesne to particular notice. The hamlet of *Thomastown* adjoins the demesne.

From Dundrum to a few miles beyond the Tipperary station, the Galty mountains, the finest of all our inland ranges, are exhibited from various parts of the railway in their finest points of view; and, taken in connexion with the rich and beautiful champaign tract that lies along the base of the lower frontier hills of Slievenamuck, or as they are generally called, from their contiguity to that town, the Tipperary hills, it may be safely

affirmed, that, in point of beauty, fertility, and grandeur, this portion of the country is unequalled in Ireland. These observations refer to the view from the railway; but if to these we add the Glen of Aherlo, noticed in connexion with the town of Tipperary, we direct the attention of the tourist to a district, as regards soil and scenery, of no common order.

The Limerick junction station is situated in the centre of the richest grazing district in the kingdom, "*the land of Goshen*," a land, whose wretched state of occupancy and management, at once calls forth our commiseration and our wonder. *Ballyhisteon*, the seat of the Earl of Derby, lies about a mile to the west of the station; *Moorestown*, the former seat of the Moore family, about four miles to the south-west; and *Sadlier's Well*, Mr. Sadlier, and *Grenane*, Mr. Mansergh, from two to three miles respectively to the south-east.

From the junction station to Kilmallock, the magnificent mountain scenery, with its accompanying rich, undulating plain, is prolonged. The mountains, however, soon change their character—the Galties are succeeded by a lower chain, generally known as the Castle Oliver mountains, which takes up the lofty allinement, and forms the striking boundary of the plain as far as the village of Kilfinane, whence its southerly limits are continued by the Ballyhoura mountains to Mallow.

KNOCKLONG STATION

is situate at the base of the hill from which it is named. The hill is a remarkable feature in the country, from its deep verdure, and its church and castle ruins.

From the Limerick and Waterford junction station to Kilmallock, the open and fertile country, on the north side of the line, is beautifully

diversified by the verdant undulations, and softly-swelling hills that lie scattered throughout this fine portion of the county of Limerick.

About three miles and a-half north-east of Knocklong station, is the hamlet of Emly, with its conspicuous church, near which are the ruins of Damer's Court; *Kilfrush*, the seat of Mr. Gubbins, is about two miles north of the station. The village of Hospital, so named from a commandery of Knight Hospitallers, founded in the reign of King John, and now only known for its horse fairs, is about three miles and a-half in the same direction; and the village of Knockainy, with its church and chapel, is about four and a-half miles to the north-west; near it is *Kilballyowen*, the seat of Mr. O'Grady, *Milltown*, and *Kenmare Castle*. The small town of Bruff is about six miles in the same direction, and also on the road leading from Knocklong station to Limerick; and, in proceeding from Knocklong to Kilmallock, *Elton* is passed.

KILMALLOCK STATION

is soon reached. The small town of Kilmallock, so remarkable in its history and antiquities, lying about half a mile to the north. It has been a place of some distinction from a very remote period, and, like most of our ancient towns, is of ecclesiastical origin, a monastery having been founded here by St. Malach in the sixth century, of which a portion still remains. It is said to have been a walled town, even before the arrival of the Anglo-Normans; but, at all events, it became a place of great strength and celebrity under the Desmond branch of the Geraldines, and ranked as their chieftown. Much, however, of its present ruined magnificence is of a period subsequent to the fall of that great family, as the majority of the houses are of the reign of the first James, and none of them earlier than that of

Elizabeth. The castles, and the gates, and the surrounding walls are, however, connected with the Geraldine power.

Apart from the ecclesiastical and military ruins, the older and only interesting portion of the town consists of a few houses in what was the main street; they are three stories in height, and have windows and doorways of cut stone; the former have mullions and label mouldings, and the latter are usually arched. There were anciently four great entrance gateways, of which two still remain; and there are also some portions of smaller towers remaining in what exists of the ancient town walls.

Among its remaining antiquities are the ancient round tower, the church dedicated to SS. Peter and Paul, and the Dominican friary. Of the church, the nave, aisles, and transepts have been roofless since it was destroyed by Cromwell; the chancel has been fitted up, and is now used as the parish church. Considerable portions of the town walls are still remaining, but of the ancient mansions and castles only portions of two have been preserved.

Adjoining the town on the north of the railway is *Ash-hill Towers*, the seat of Mr. Evans; and near it, on the south, is *Mountcoote*, the seat of Mr. Coote. Near *Mountcoote* are the ruins of the old castle of *Kilbreedy*, and at two and a-half miles, to the north-east, are those of *Bulgaden Hall and Castle*, the former an old seat of the Lords Carbery. About the same distance, on the road leading to Limerick, *via* Bruff, are *Greenpark* and *Uregare*; at five miles, the ruins of *Ballygrenane Castle*, once the residence of the De Lacy's; and at six miles, the small town of Bruff. A mile to the west of Bruff is *Camas*, the residence of Mr. Bevan. Four miles to the west of Kilmallock, on one of the roads leading thence to Croom, is the village of *Bruree*, with its church and

R. C. chapel, and near it are *Bruree House, Lodge*, and castle ruins. Seven miles from Kilmallock, on the road leading to Kildorrery, and in the long glen winding between the Castle-Oliver and Ballyhoura mountains, is *Cloghanodfoy*, better known as Castle-Oliver, the fine demesne of the Viscount Ashtown, where a handsome mansion, in the Scotch baronial style has lately been built; and adjoining the demesne are the hamlets of Ballyorgan and Glenasheen. Within two miles of *Cloghanodfoy* is the verdant hill of Ardpatrik, crowned with the ruins of a very old monastery, and the stump of an ancient round tower—the hamlet with its chapel lying at the base of the hill; and within two and a-half miles of the latter, and five and three-quarter miles from Kilmallock, is the small town of Kilfinane. This town, which is conspicuous from its position, on one of the many verdant hills which add to the picturesqueness of this district, is also remarkable from its “Great Rath,” one of the largest, most elevated, and till lately the most perfect, in this part of the country; but which is now greatly diminished in its area, from the removal of its earthen ramparts, by the villagers, for the purposes of manure.

A mile west of Ardpatrik, on the northern slopes of the Seefin mountain, and near the source of the Awbeg river, is *Mount Russell*, the residence of Mr. Russell.

The small town of Charleville, which is indicated by the spire of its handsome parish church, lies about two miles to the north of the

CHARLEVILLE STATION.

The town is situated near the base of the rising grounds, which gradually ascend till they blend with the Mullaghareirk hills, which run northwards to the estuary of the Shannon, and for that extent form the conterminous limits of the counties of Limerick and Kerry.

It was founded by the first Earl of Orrery, in 1661, and named in honour of Charles the Second, and burned, by orders of the Duke of Berwick, in 1690. It is, however, now a respectably-inhabited inland town, situated on the high road leading from Limerick to Cork, and carrying on a considerable retail trade for the supply of the surrounding country. At the large weekly markets, a good deal of country produce is disposed of. There are a large and handsome R. C. chapel, a beautiful church, and an infantry barrack. The principal street contains some good houses. The town belongs to the Earl of Cork. At the hotel carriages and post-horses can be obtained.

In the vicinity of the town are, *Saunders' Park, Fortlands, Springfield*, and *Moatville*; and near the latter are the ruins of the old house of the Earls of Cork.

North-west of the town is *Drews-court*; to the south, on the road leading to Cork, are *Castle Harrison*; and *Newtown* demesne. West of the town is *Gibbin's Grove*, and on the road to Liscarrol, the villages of Annagh and Churchtown.

A little beyond Charleville we pass through the demesne of *Castle Harrison*, and leave the rich champaign country, and enter the more hilly district which extends westwards to the Atlantic. The change in the agricultural character of the country is here so strongly marked, that “he who runs may read.” The deep, rich, and level loamy soils, with their exuberant herbage, gradually give place to the more elevated lands and the less luxuriant vegetation; the more fruitful lands are confined to the valleys; the hills succeed the more gentle undulations, and gradually rise, summit over summit, till they blend with the more lofty mountain ranges. On rounding the Ballyhoura mountains, before we reach the Buttevant station, an extensive

view is obtained of their southern slopes, and of the finely diversified country that extends eastward along their base. The Buttevant station is near the town of

BUTTEVANT,

"a name which once inspired terror, being the war-cry of the Barrys, formerly a powerful family in Munster—*Boutez en avant*—'Push forward.' It is still the motto of the Barrys." In the small town, which is near the station, there are, a hotel, where cars, &c., can be obtained, an extensive barrack for infantry, a handsome parish church, and a spacious R. C. chapel. The castle, which rises over the Awbeg, and formerly the seat of the Earls of Barrymore, is now the estate of Viscount Doneraile. It was repaired some years ago, and a demesne formed around it, by Sir James Anderson, the then proprietor.

Buttevant is pleasantly situated at the junction of the great limestone plain along which we have been borne so rapidly from Dublin, with the valley of the same geological character which lies between the mountains of the other formations stretching eastwards along the coasts, and which marks by its fertility of surface the length and the breadth of its area. Though the mountains limiting the valleys and otherwise defining the lower lands which lie around Buttevant nowhere attain to a great elevation—Seeftin, the highest of the Ballyhoura range, only rising to 1,736 feet—yet their altitude is sufficient to enable any one, even from the railroad, to trace their configuration. Along the southern slopes of the Ballyhoura mountains the plantations encircling the few and sparsely scattered farm houses can be distinctly traced; and while there is but little to cheer the agriculturist as he looks on the sad state of the beauti-

ful lands lying around, there is in the history of the architectural ruins remaining throughout the valleys of the Awbeg and the Blackwater much to interest the archæologist.

The small town of Doneraile is about five miles east of Buttevant. It lies in the heart of a beautiful country, and is pleasantly situated on the Awbeg, one of the principal tributaries to the Blackwater. It principally consists of one long street, and contains a church, chapel, small convent, and courthouse. The chief attraction, however, is the adjoining demesne and mansion of Lord Doneraile. The park, through which flows the Awbeg, is remarkable for its fine timber, richness, and the beauty of its surface. About two miles north of the town are the ruins of Kilcoleman, once the residence of Spenser the poet; and *Laurentinum*, *Donnybrook*, *Carker*, *Hermitage*, *Biblox*, *Creagh Castle*, *Kilbrack*, *Clogheen*, *Old Court*, *Ballyellis*, and *Lissa*, are among the numerous villas in the rich and beautiful vicinity of Doneraile.

About a mile from Buttevant, on the road to Mallow, is the romantic rocky glen of Ballybeg, near which are the ruins of the old abbey of Ballybeg, and the stump of a round tower. The

MALLOW STATION,

at which the line to Killarney branches off, is close to the town of Mallow, which is beautifully situated on the left bank of the Blackwater, the village of Ballydahin occupying the right bank. It possesses no manufactures worthy of any particular notice, but has a good retail trade, and at the weekly markets a good deal of butter and corn are disposed of. It is considered one of the best and most respectably-inhabited inland towns in the south of Ireland; and is resorted to in summer on ac-

count of its mineral waters, the properties of which are nearly the same as those of Clifton, and chiefly recommended for consumptive patients. The old street has a unique appearance, and many of the houses in their construction remind one of some of the old streets in Chester. The houses in the more modern streets, however, are regularly and well built. The town returns a member to Parliament. It contains a neat spa house, small infantry barrack, public reading-room, and library, a handsome church adjoining the ruins of the old one, a R. C. chapel, and meeting-houses for Methodists and Independents; a court house, market house, a branch of the Provincial Bank, and the union workhouse. There is also a comfortable hotel in the centre of the town.

Mallow formed part of the territory of the Earl of Desmond, who erected a castle here which commanded the pass of the river. After the rebellion of the earl in the reign of Elizabeth, it was the head quarters of the English forces in this district, and during the parliamentary wars suffered considerably.

As regards river scenery, with its accompaniments of mountains and hills, of wooded banks alternating with prolific orchards and fertile holms, of modern mansions, and ruined castles, the lower portion of the valley of the Blackwater is unequalled in Ireland; and although many parts of it exhibit much more striking and picturesque features than those around Mallow, it is nowhere more beautiful or more improved. From the villa plantations which encircle Mallow, and the beauty, richness, and culture of the adjacent parts of the valley of the Blackwater, it has altogether a more improved and better appearance than the generality of towns in the south. There are no public promenades, as might be expected at a watering-place; but the roads

leading through the environs, which abound with scenery of a richly-diversified character, afford a variety of pleasant walks; and a road nearly five miles in circuit, called the Circular Drive, which has been made along the southern bank of the river Blackwater, crossing Clydagh bridge, and running by the navigation road on the north side, affords opportunities for equestrian excursions.

The ruins of the old castle of Mallow, which was built by the Desmonds, to guard the pass of the river, are in the demesne of Sir D. J. Norris, Bart., the proprietor of the town. The grounds of his beautiful seat, *Mallow Castle*, stretch along the left bank of the Blackwater for a mile below the town. The mansion is a handsome Elizabethan structure, and the demesne contains a number of fine old trees, particularly of the different species of elm; and at the bridge is one of the finest trees of the black poplar (*Populus nigra*) probably in the empire. Opposite to Mallow Castle, on the right bank of the river, and adjoining the suburb of Ballydaheen, is *Ballyellis*, the seat of Mr. Brasier; below it is *Rock Forest*, the seat of the Cotter family; and above *Ballyellis*, on the banks of the river, is *Bear Forest*, the seat of Mr. Bainbridge.

The valley of the Blackwater is remarkable for its beauty, from the confluence of its tributary streams at Banteer bridge, which is twelve miles above Mallow, to the mouth of the estuary at Youghal; and, like all our larger rivers, its beauties increase as it approaches the ocean. The valley of this, the finest of all our Irish rivers, assumes its greatest breadth immediately above Mallow, though there its limits are not so rigidly defined as in its downward course. Even there, however, the bounds of the valley are well marked; on the north, by the beautifully-wooded bank which extends down-

wards from the confluence of the Allua to Mallow; and on the south, by Mount Hilary, with its accompanying lesser hills, which almost reach from the Nagle to Boghra mountains. Below Mallow, in a scenic point of view, the valley of the Blackwater is bounded by the beautifully-wooded banks through which it flows; but in a more extended, or in a geographical sense, its boundaries may be defined by the Nagle mountains on the south, and the Ballyhoura mountains on the north. The latter we have already noticed; they form part of the mountain chain which limits, on the north, the valley of the Blackwater from Cappoquin to the vicinity of Buttevant.

From the Mallow railway station a view is obtained of the town of Mallow, the valley of the Blackwater, the adjacent country, and the hills around; but better far are all these seen from the long, beautiful viaduct which carries the railway across the valley of the Blackwater: there the town, the valley, the windings of the river, the mountains, the hills, and the country around are seen in their best points of view.

Three miles down the river, on the road leading to Fermoy, is *Carrig*, and a little farther, *Ballymacmoy*. At five miles, the hamlet of Killawillin. Near this are the ruins of the castle of Carrigacuna, and the church of Monanimy; at two miles below it, romantically placed on the river, is *Clifford*. On the left side of the river, opposite to Monanimy Castle, are *Castlekevin*, and *Ballygriffin*. Castlekevin and Monanimy castles were strongholds of the Roches.

For five miles above Mallow the banks of the Blackwater are adorned with the plantations of the different villas to which we have already, in a general way, adverted. On the left bank, near the town, are *Anna Villa* and *Fairyhill*; and above the

town, on the same side, are *Hawthorn*, *Vittoria*, *Braddell's-wood*, *Mount Ruby*, *Firville*, *Edenhill*, *Summerville*, and at four miles *Longueville*, the fine seat of Mr. Longfield. Near the latter are *Waterloo*, the seat of Mr. Longfield, and *Woodpark*; and near Raskeen Bridge is the demesne of *Raskeen*.

On the right bank of the river are *Dromore*, *Bellevue*, *Sandhill*, *Newberry*, and *Quartertoun*; beyond which are *Woodfort*, *Clydagh*, and *Millfort*—the latter the old seat of the Foot family. Opposite to *Longueville* are the ruins of Drumaneeen Castle, which was built by the O'Callaghans in the reign of James I.; and two miles above it is the old demesne of *Lombardstown*. Drumaneeen Castle is picturesquely situated on the summit of a bectling limestone rock which rises from the water's edge; and, taken in connexion with the beautiful demesne of *Longueville*, adds much to the scenery of this magnificent valley.

The valley of the Blackwater lying above Mallow is bounded on the north by the hills uniting with the Use mountains—the range running westward from Newmarket—and on the south by the Boghra mountains. Neither of these ranges attain a great elevation, Tor, the highest summit of the former only attaining 1,329 feet; but they spread over a great extent of country, and impart to the district which lies around the higher part of the valley of the Blackwater a wild, uncultivated, and moorland appearance.

Below Mallow the Nagle mountains and the hills blending with them, reach almost to the town; they are only separated from the Boghra mountains by the valley of the Clydagh, and together they form the long chain of hills which, on the south, bound the valley of the Blackwater from Fermoy to Millstreet. The left bank of the Blackwater below Mallow is limited

by the lower and richer lands which stretch northwards, and unite with the beautiful and important tract of country lying around the towns of Buttevant, Doneraile, and Castletown-Roche.

About a mile from Mallow, on the right of the railway leading to Cork, is *Newberry*; and at two and a-half miles *Dromore*. Mr. Newman. These places are beautifully situated on the elevated banks of the Clydagh (and near the Leer, another of the Blackwater's tributaries), a little above its confluence with the Blackwater, and display a considerable extent of copse wood and plantations to view. Three miles from Mallow, and close to the railway, is the hamlet of Ballinamona, near which are the ruins of the Abbey of Mourne; and on the heights over the river, the remains of Castle Barrett.

From the elevated lands around Mallow, the traveller can form a tolerably correct idea of the outlines of this very interesting portion of the county of Cork; and should time admit, from Mount Hilary, or any of the adjacent summits of the Boghra mountains, a much more extensive view of this part of the valley of the Blackwater, of its richly adorned banks, and of the highlands which on either side stretch far around, can be readily obtained.

We regret that our limits will not admit of more than a mere enumeration of the various villas which adorn this charming locality, nor of more than merely noticing the many interesting ruins which lie scattered around.

From Mallow to Cork the railway crosses the high ridge of hills which skirt the sea-coast from Dungarvan to the vicinity of Macroom, where they unite with the Boghra mountains. In this portion of the railway, a series of alternating cuttings and fillings, involving much labour and expense,

were necessary to effect the required gradients. From the raised portions of the line views are obtained of the high, undulating, half-cultivated, half moorland, and bleak country travelled through, in which only one country seat, *Garrycloyne*, is visible, and, with a few exceptions, the dwellings of the farmers are of a very poor description.

Blarney and the interesting country around that station will be noticed under the Environs of Cork.

CORK,

the third city in the kingdom, in regard to population, wealth, and commerce, is situated in $51^{\circ} 52'$ north latitude, and $8^{\circ} 25'$ west longitude, at the head of the estuary of the Lee, and following generally the windings of the channel, fifteen miles from the entrance to the harbour. It occupies the eastern termination of the valley of the Lee, and is watered by that river, which divides, one mile above the town, into two unequal branches, called the north and south channels. These branches flow through different parts of the town, reunite at the Custom House, the most easterly point of the city, and are navigable, respectively, up to St. Patrick's and Parliament bridges. Besides the Lee, there is the Kiln, a small river running down the valley, on the north side of the town, which, after supplying all the tanneries, distilleries, mills, &c., in that quarter, falls into the Lee, a little above St. Patrick's bridge.

The foundation of the city is attributed to St. Finbar, the first bishop of Cork, who, in the beginning of the seventh century, founded a church and monastery, and whose name the present cathedral bears. From the annals of the city, compiled by Mr. Windele—the intelligent author of the

"Guide to the South of Ireland," and to whose work we refer the traveller for many particulars connected with Cork and its environs—it appears that from the foundation of the first church by St. Finbar, early in the seventh century, to the siege by King William's troops in 1690, the city had its full share of all the mutations and calamities consequent on the unsettled and disturbed state of the country.

The island, or rather group of islands, formed between the separation and junction of the river, constitute the principal portion of the present site of Cork; and in this, the main divisions of the city, are the residences of the gentry and traders, the banks, the public offices, the hotels, and the principal retail shops. The more ancient, or walled city, however, occupied but two out of the entire number—and, to quote Mr. Windele, was "the germ out of which grew the ancient city. An old hamlet stretched from the neighbourhood of the cathedral around, and at the base of the fort to the river side. It formerly possessed four monastic establishments; at present it contains the cathedral" and various churches, &c., which are enumerated in their order. The remainder of the grounds being low and marshy, and covered over in time of flood and high tides, were for several ages unoccupied. The increase of the city in wealth and importance, since the revolution, having led to the reclaiming of those wastes, streets have been gradually built upon them, and the intersecting channels arched over, greatly to the improvement of the salubrity of the city; and the once numerous cluster now forms but one extensive island. It is connected with the main land by six bridges, of which St. Patrick's, Parliament, and Anglesey bridges, are the more remarkable.

Following the exact outline of

the existing buildings, and excluding the suburbs, the city now occupies an area of 520 acres, of which 220 are on the north side, and 300 on the south side of the north channel. Its greatest length is about two miles, its breadth one; its population 89,972, being 13,131, less than Belfast.

From the irregular manner in which the city has been built, the annexed plate, on which all the principal streets, public buildings, places of worship, &c., &c., are marked, will enable the traveller to comprehend its nature and outlines more easily than by unaided descriptions, however elaborate. The more important streets on the south, or principal part of the city, are St. Patrick's, the Grand Parade, South Mall, George's, Great George's, Main-street, and the Western road.

On the north side of the city, the principal streets are, the Quays, Shandon-street, Clarence-street, Gt. Britain-street, York-street, and Dublin-street. These five streets are in direct continuation, and form a mile in length. Connected with the upper end of these streets is Watercourse-street, in and adjacent to which are many of the principal tanneries, distilleries, &c., and through which the Kiln rivulet flows.

The principal hotels are the Imperial, Mrs. Cotton's, in Pembroke-street, which is equal to any in the kingdom, and the Victoria, in Patrick-street.

The Post Office and Custom House are in George's-street; the former near the middle, and the latter at the lower end of the street.

The Bank of Ireland, the Provincial Bank of Ireland, and the National Bank of Ireland, have their establishments in the South Mall.

The Commercial Buildings are also in the South Mall, and the Chamber of Commerce is in Patrick-street. The Imperial hotel is con-

connected with the former, and the Victoria with the latter.

The Mansion House is near Mardyke Walk. The County Club on the South Mall.

The Public Libraries are those of the Queen's College; the Diocesan, attached to St. Finbar's cathedral; the Cork Institution, in Nelson's place; and the Cork Library, in Pembroke-street.

Exclusive of the places of worship, the principal public buildings, architecturally considered, are the Queen's College, County Court House, and the County and City Gaols. The College, erected in 1850, from the designs of Sir Thomas Deane, is a fine building in the Gothic style. It is situated about half a mile to the west of the town, occupies an elevated site, on the bank rising over the south branch of the Lee, and, with the County Gaol, which is contiguous, forms a great ornament to the western suburbs of the city. The Court House in Great George's-street, in the Grecian style, was designed and built by the Messrs. Paine, and is considered the finest structure of the kind in the south of Ireland.

The District Lunatic Asylum, City, and County Gaols are large, imposing, modern structures; the latter is situated on the elevated grounds close to the Queen's College; the former, still more elevated, on the opposite western suburbs, are popularly known as Sunday's Well.

The large Military Barracks, capable of containing 1,000 cavalry and four regiments of infantry, with other appurtenances necessary to the head quarters of the southern military district, cover the eminence of the beautiful suburb rising over the Glanmire road; and the old Fort near the cathedral is now the Constabulary Barrack.

The House of Industry, connected with which is the old Lunatic Asylum, is on the Blackrock road. A new Lunatic Asylum, however, is in

progress, on the ground rising near the north branch of the Lee. The Workhouse is on the Evergreen road, and near to the interesting cemetery of St. Joseph. The Asylum for the Blind, the Deaf, and the Dumb, is in Prospect-hill, on the south side; and the Foundling Hospital is in Leitrim-street, on the north side of the city. The South Infirmary is in Longford-row, and the North is in Mulgrave-street. The Fever Hospital is on the Old Youghal road; and the Dispensary and Humane Society, an extensive and valuable institution, is in Hanover-street. The Magdalen Asylums are in Peacock-lane, on the north, and in Dean-street, near the cathedral, on the south side of the city. The Blue Coat Hospital, established in 1613, for the support and education of Protestant boys, is in Stephen's-street; and the Green Coat Hospital, erected in 1720, for the support of Protestant widows, and the education of Protestant children, is in the churchyard of St. Anne's, Shandon.

Until the completion of the tunnel, which will connect the Southern and Western Railway with the docks, the temporary terminus of the Great Southern and Western Railway, is on the Mallow road, one mile and a half from St. Patrick's-bridge; and the termini of the Cork and Bandon, and Cork and Passage Railways, are near Albert-quay.

The cattle market is held in the north side of the town, a little above the Blarney road. The butter market is on the same side, in Church-street. The general provision market is between the Grand Parade and Prince's-street. And the Corn Exchange, where the National Exhibition was held in 1852, is on the south side, near the Custom House.

The principal churches, in connexion with the establishments, are St. Finbar's Cathedral, in the south-

west part of the town. The modern building is in the Doric order, with an ancient tower, surmounted by a lofty octangular spire of hewn stone. Near the cathedral is the Bishop's Palace, and Dean's Court, the residence of the dean. Around the cathedral is a large and interesting cemetery; and in the south-west corner of it stood one of the ancient round towers, which was taken down about the middle of the last century. As a proof of the antiquity of this hallowed spot, Mr. Windele states, that in the litany of St. Aengus Kilideus, written in the ninth century, that holy man invokes the aid of the seventeen bishops, and of the seven hundred servants of God whose remains lie at Cork, with St. Barr and St. Nesson.

Christ's Church is in South Main-street; St. Peter's Church in North Main-street; St. Paul's Church is in Paul-street; the Church of St. Nicholas is near Abbey-street; St. Anne's, Shandon, which is a plain but conspicuous structure, is on Shandon Hill. The Church of St. Mary, Shandon, is situate in Shandon-street; the Free Church is near the Infirmary; and above St. Patrick's-bridge, the hulk of an old vessel forms the Bethel, or Mariner's Church.

The R. C. chapels are the North Chapel, in Capel-street, or St. Mary's; this is the R. C. cathedral, and the interior is beautifully finished. The South Parish Chapel, or St. Finbar's, is in Dunbar-street; St. Peter's and Paul's in Carey's-lane; and St. Patrick's, on the Lower Glanmire road.

The Franciscan Friary is situate between Cross-street and Grattan-street; the convent and church have been recently rebuilt. The Dominican Chapel, dedicated to St. Mary, is in progress of erection on Pope's-quay; when finished, it will be a great ornament to the city, as will also the chapel belonging to

the Capuchin Friars, now building on Charlotte's-quay, by the provincial of that order, the Rev. Theobald Mathew. The latter will be a fine structure, in the Gothic style; the former equally so, but in the Grecian style of architecture. The Franciscan Convent is attached to the chapel already noticed, and the convents belonging to the other orders of Capuchins, Augustinians, and Dominican friars, are in different parts of the town. There are two monasteries for monks, and two nunneries, both of the Presentation order.

The Presbyterians have two meeting-houses—one, the Scots Church, in connexion with the General Assembly, in Queen-street; the other, holding Unitarian doctrines, and in connexion with the Synod of Munster, in Prince's-street. The Wesleyan Methodists have meeting-houses in Patrick-street, and in Frenchchurch-street. The Quakers' meeting-house is in Grattan-street; the Independents' Chapel in George-street; and the Baptist meeting-house is in Marlborough-street.

The places of public recreation are the New Park (lately reclaimed from the influence of the tidal waters by a broad embankment, along which the Blackrock and Passage railway is carried), which contains 140 acres, but not yet laid out in walks, &c., and the Mardyke walk, which runs parallel to the western road, and like it intermediate to the two branches of the River Lee. It is about a mile in length, only twenty-four feet in breadth, and lined on either side with pollarded elms. It affords views, on the one hand, of the Queen's College and the County Gaol, which occupy elevated and adjacent sites; and on the other, of the left or north bank of the Lee from the Lunatic Asylum down to the vicinity of Glanmire. The bank rises boldly from the water's edge to a height of 400 feet; and the buildings,

which are chiefly remarkable from their diversity of character and construction, grouping and mingling with the trees planted throughout, combine in the most singular and agreeable forms.

The manufactures of Cork are of little importance compared with its commerce. The principal manufactories are, the tanneries, iron foundries, distilleries, and breweries.

The export trade is principally butter, provisions, live stock, and other agricultural produce. There is more butter exported from Cork than from any other port in the kingdom; and the corn trade is very extensive. The imports consist of all the various articles required for the city and the extensive surrounding country.

The harbour of Cork is admirably adapted to all the purposes of extended commerce, and numerous fleets may anchor in it with perfect safety. To this fine harbour the traveller's attention will be again directed in connexion with Queenstown. The quays of Cork, and that part of the estuary in immediate connexion with the city, have lately been greatly improved by the harbour commissioners, and the improvements are still in progress.

Steamers run regularly during the day between the city and Queenstown; and trains are despatched to Passage every hour, from 7, A.M., to 10, P.M., with steamers to Queenstown in connexion. First class steamers ply regularly between Cork and Dublin, Glasgow, Liverpool, and Bristol; so that, with the steamers and railways, Cork is rendered easy of access from every point.

While the branches of the Lee form natural boundaries for the divisions of the city on the south side, the Kiln river forms as evident, if not as tangible, limits on the north side. To the west of the Kiln river lie generally the older portions of this quarter of the city, where all

the dwellings and buildings of every kind appear to have been huddled together without any regard to ingress or egress, to cleanliness or to health; but along the bank on the eastern side of that stream, the buildings, as they progress in streets and terraces, appear to increase in regularity of outline, and to improve in their structural character, as well as in their internal arrangements. And even now the portion of the bank which these modern buildings cover, being that lying between the barracks and the river, produce a very cheerful and a very striking effect.

If we except the north branch of the Lee, with its quayed walls running for a mile through the town, the county court-house, the Queen's College, and one or two of the modern churches, there is nothing in the arrangements of the streets or style of the buildings, even in the principal part of the town, to merit admiration—on the contrary, there is much that is displeasing. It is the general appearance of the city, with its suburbs, as seen from some of the more elevated points of view, that so forcibly arrests the attention of the traveller. From the heights adjacent to the old elevated road, called the Blarney lane, on the western suburb, and along the Wellington and Summerhill roads on the eastern suburb, good views are obtained of the town, the river, with its villa-covered banks, and the undulating country lying to the south. But, perhaps, the most striking view, at least of that part of the town and its suburbs which occupy the northern bank of the river, is obtained from the elevated grounds on which the Queen's College and County Gaol stand. From various parts of these grounds the suburbs of Sunday's Well, including the city gaol, new lunatic asylum, &c., mingled with trees; the part of the town on Shandon Hill, rising along the acclivities

in all that irregularity of height, size, and character, which the varied nature of the buildings and the inequality of the surface produce; the barracks crowning the adjacent heights, and the distant plantations uniting with the eastern suburbs, all conspire to produce a singularly grand, and, at the same time, a very picturesque scene—and such a scene, too, as no other town in Ireland affords. And did the traveller stop here he might well exclaim, “The beautiful city of Cork!” But what appears at a distance so beautiful and imposing, will not admit of a nearer survey. The streets and lanes throughout

many of these localities, if such they may be called, have been built without the least regard to order, comfort, access, cleanliness, or convenience; and consequently, they abound in the most disgusting filth, and exhibit more than their ample quota of the most squalid poverty.

For the relative bearings of Cork and its environs with the country around, we refer to the Ordnance Survey of that county, sheet 74; for its statistics, political and economical, to “Thom’s Almanac;” and for details relative to its past and present state, to Windele’s “Guide to the South of Ireland.”

THE ENVIRONS OF CORK.

The river, the estuary, and the harbour of Cork are its great attractions, and on their banks are the villas of many of its principal citizens. From these valuable and beautiful adjuncts, which form “its great sea avenue,” Cork draws much of its celebrity — wanting them it would simply be a large provincial town, estimated in regard to others in proportion to its population, its wealth, and its trade.

Its eastern environs may be said to include the whole of the tidal part of the river, the estuary, and the harbour, with their inlets; consequently they embrace the localities of Blackrock, Glanmire, Passage, Monkstown, Queenstown, Aghada, and Whitegate. In short, under this head we have included all the country which is more immediately connected with that district.

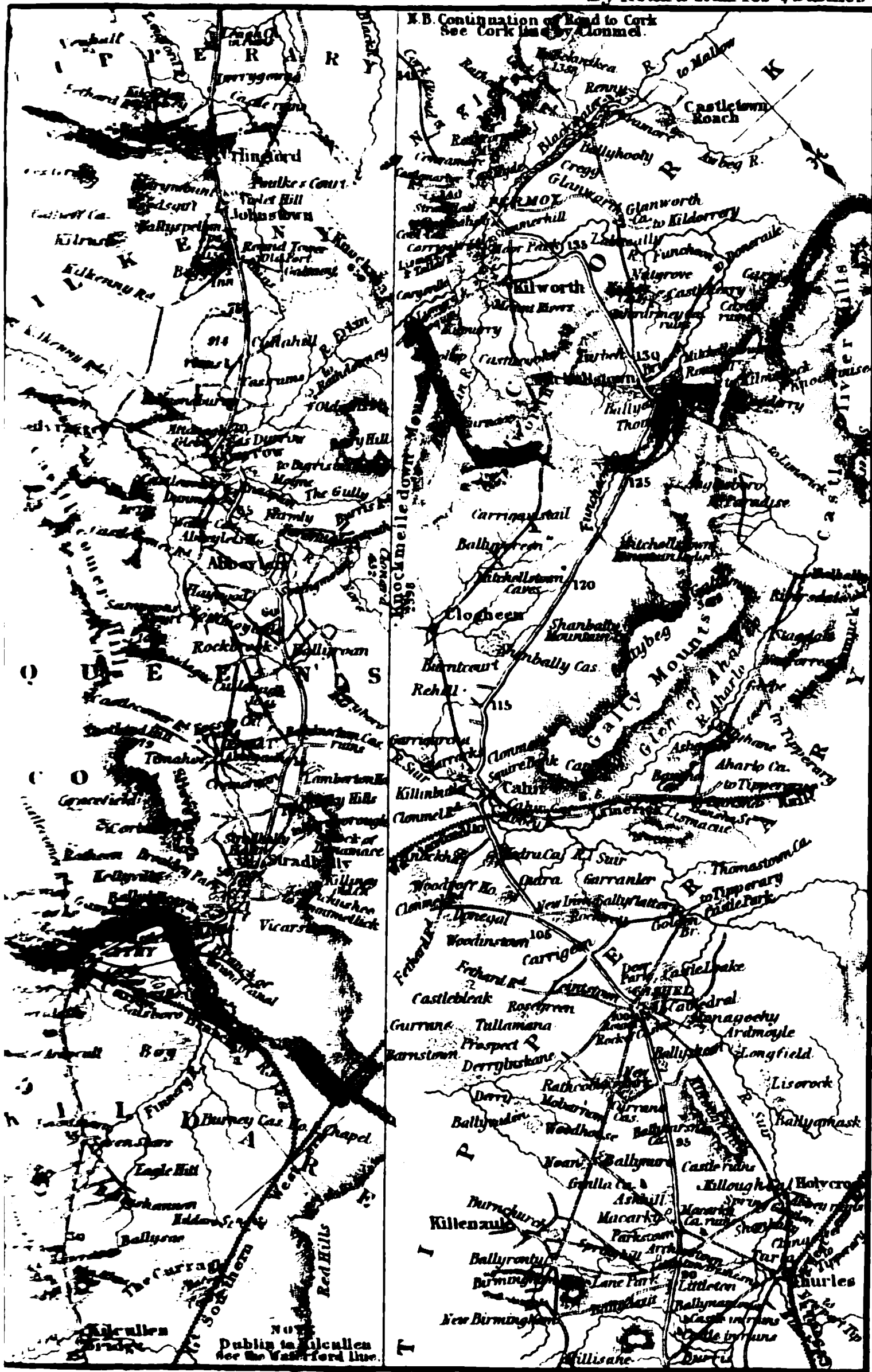
In addition to the natural beauty of the country, the climate is remarkably mild and favourable to the growth of many plants which, during winter, require protection in

the more northerly parts of the kingdom. Hence, Myrtles, Magnolias, Camellias, Edwardsias, Acacias, Olives, and many other plants, natives of the more temperate climates, are found growing abundantly and luxuriantly in and around the city.

The eastern environs being visited by the generality of travellers, we here notice them in detail, giving in tabular form the various roads by which they are approached; at the same time premising that the best way of seeing the river and harbour, &c., is by the steamers which sail directly from Cork to Passage; so that tourists should always endeavour to make the trip to Queenstown either up or down by the river steamers; otherwise, what is gained in rapidity of transit by the rail will be lost in the scenery. The generality of tourists, however, will so arrange as to go down to Queenstown by the river, and return by some of the other routes which we have pointed out.

Road 160 St. Miles

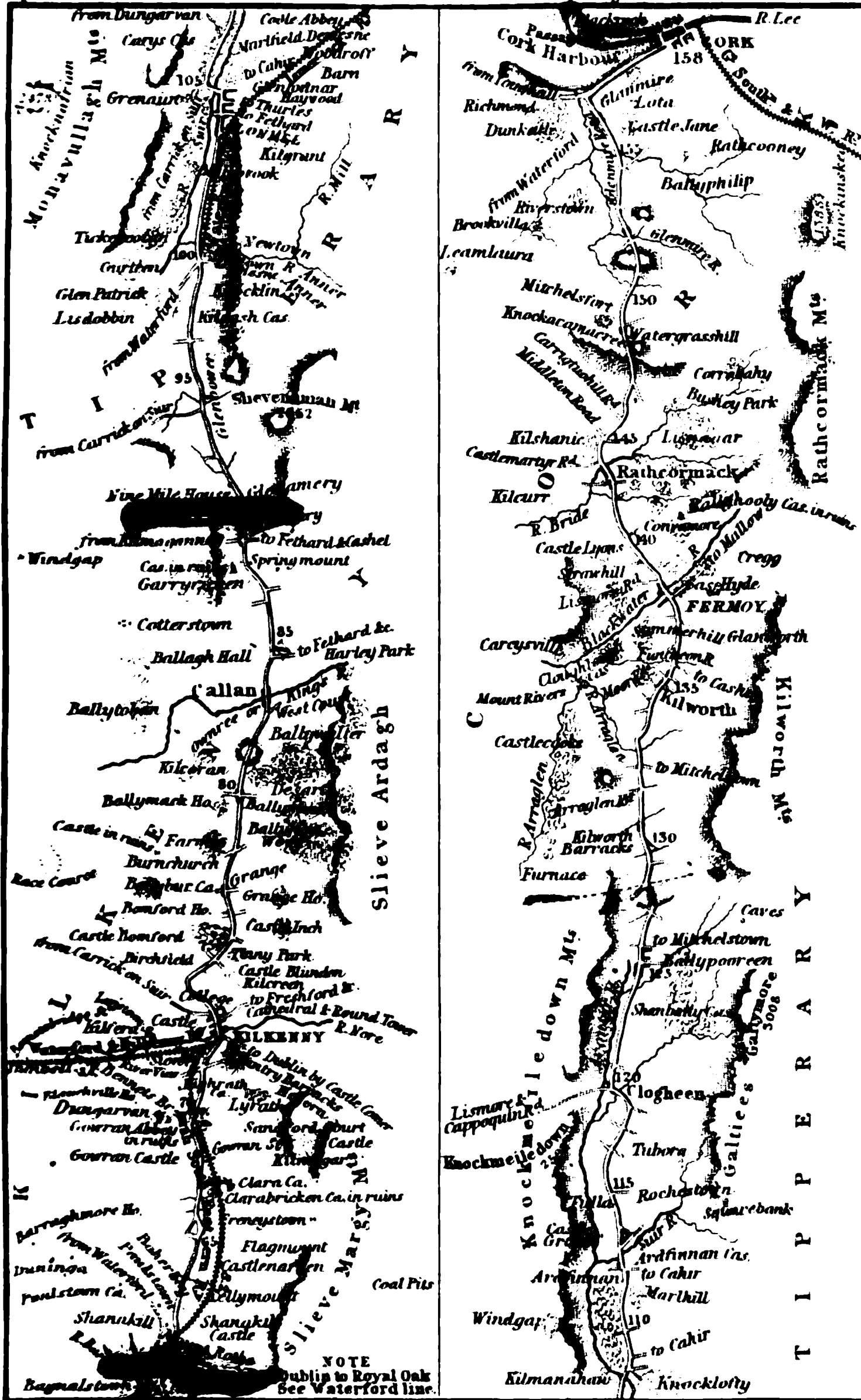
By Road & Rail 162½ St. Miles



DUBLIN TO CORK BY CLONMEL.

By Road 158 St. Miles

By Rail & Road 167 St. Miles



No. 11.—CORK TO QUEENSTOWN.

FIRST, BY THE RIVER.			SECOND, BY THE RAIL-ROAD TO PASSAGE, AND THENCE BY RIVER.			THIRD, BY ROAD, <i>via</i> DOUGLAS AND PASSAGE		
Stat. Miles.			Stat. Miles.			Stat. Miles.		
Blackrock Castle,	-	3	Passage,	-	6½	Douglas,	-	2½
Passage,	3½	6½	Monkstown,	1½	8½	Pooldougheric Br	2	4½
Monkstown,	1½	8½	Queenstown,	2½	10½	Passage,	2½	7
Queenstown,	2½	11				Monkstown,	1½	8½
						Queenstown,	2½	11½
FOURTH, BY ROAD, <i>via</i> DOUGLAS AND MONKSTOWN.			FIFTH, BY ROAD, <i>via</i> FOATY.					
Stat. Miles.			Stat. Miles.					
Douglas,	-	2½	Glanmire Drawbridge,	-	3½			
Pooldougheric Bridge,	2	4½	New Glanmire,	2½	6			
Monkstown,	4½	8½	Belvilhy Bridge (Foaty Iald.)	4½	10½			
Queenstown,	2½	11½	Queenstown,	4½	15			

BY THE RIVER.

Large and well appointed steamers ply regularly between Cork and Queenstown, calling at the different stations given in the table, and performing the trip, in ordinary weather, in about an hour and a-half. During the whole year the steamers extend their trips to and from Aghada and Ballynacorra once in the day; and twice during the summer months. For the benefit of excursionists, the steamers, in summer, occasionally extend the sail around and without the harbour; and those who wish to visit the more remote bays of Carrigaline, Ringabella, &c., or to enjoy the beautiful scenery of the harbour &c., at those times when the steamers do not ply, can always hire, on reasonable terms, well manned boats at Queenstown and Passage.

We may here repeat, that from the water, the banks of the river, of the estuary, and of the harbour, which constitute the grand features of the scenery of the environs of Cork, are seen to most advantage.

The river character is maintained from the city to Blackrock castle, a distance of three miles, along which

the banks are covered with villas, whose trees seem to form one continuous plantation. The left or north bank rises quickly from the water's edge to a height of 400 feet, where it unites with the high undulating country stretching far northward. The right bank, which is less elevated, forms part of the promontory, well known as the suburbs of Blackrock.

On a low rock jutting from near the east end of this promontory, stands Blackrock Castle, the fortalice which forms such a striking feature in the river scenery. It was built about 30 years ago by the corporation of Cork, from the designs of Mr. Paine, and occupies the site of a tower built in the reign of James I., to guard the entrance to the river.

To enumerate all the villas which adorn the banks, would far exceed our limits, nor would their mere enumeration serve any useful purpose. The larger lie chiefly at the eastern end of the left or north bank, where they unite with the beautiful slopes of Glanmire. They are portions of the former large demesne of *Lota*, now divided, and occupied

under the names of *Lotabeg*, *Lota-ville*, *Lotamore*, *Lota Park*, *Lota-House*, and *Lota Lodge*.

The other more remarkable residences which lie between *Lota* and the city, are *Fortwilliam*, *Tivole*, and *Eastview*. The above particularized villas occupy from twelve to thirty acres each; all the others, on either side of the river, being much more limited in their area.

The scenery of this part of our trip exhibits the charming effects produced from adorning, with plantations, even limited portions of rising grounds. Here the whole area, from the city to Glanmire, on the one hand, and to Blackrock Castle on the other, which is covered with villas, does not exceed 700 acres of which 400 are on the north, and 300 on the south side of the river.

From Blackrock Castle to Passage, the estuary, marked on the maps as Lough Mahon, spreads over the adjacent lowlands, forming, according to the unrestrained flow of the tide-water, various inlets and little bays. Within these limits are Foaty Island, Little, and Great Islands. Foaty Island is about one and three-quarter miles in length by three-quarters of a mile in breadth, and is wholly occupied by the demesne of *Foaty*, the seat of Mr. Smyth Barry; Little Island is three miles long by a mile and a-half broad; and Great Island is about five miles in length by two and a-half in breadth. These islands are connected with each other and with the mainland by bridges, thrown across the narrow intervening arms of the estuary.

Little Island, which the steamers pass after touching Blackrock, is adorned with the plantations of *Inchira*, the seat of Mr. Oliver, and of several other villas; and in sailing down Lough Mahon, fine views are obtained of the long, receding bays, which the tidal water penetrates, and of the beautifully swelling wooded hills which rise from their shores.

The arm of Lough Mahon, which runs up to the village of Douglas, and which the Cork and Passage railroad crosses, is the more remarkable of the bays, from the finely planted seats which rise from and beautify its banks.

For three miles, that is, from a little above Passage to a little below Monkstown, the estuary resumes the river character; its breadth being limited in some places to less than a quarter of a mile, and along this space, the right, or Monkstown bank, is covered with villas.

The small straggling seaport town of Passage, or Passage West (as it is marked in maps, to distinguish it from Passage East, in the county of Waterford), where heavily laden vessels bound for Cork, are occasionally relieved of part of their cargoes, is now, from the railway, a place of considerable resort. It contains a small church, R. C. chapel, and Methodist meeting-house. About two miles from Passage is Monkstown, which is now much frequented as a bathing-place, and where a number of handsome cottages have lately been erected. It contains a neat modern church; and in the vicinity of the town is Monkstown Castle, which was erected in 1636. It occupies an elevated site, and is a conspicuous object in the country. Near the castle are the ruins of the old church of Monkstown.

From the heights over Monkstown charming views are obtained of Queenstown harbour and its shores; and by the excellent roads lately formed, ready access is now afforded to all the more attractive parts of this interesting locality. The agricultural improvements, however, we regret to say, are, with a few exceptions, confined to the banks of the harbour—there all is gay and gilded; but beyond these limits, the land and everything connected with rural affairs is in a state of sad neglect.

On rounding [Black Point, and passing Haulboline, we reach Queenstown, so changed from Cove, in honour of Her Majesty's visit in 1849. It is situated on the south side of the Great Island, which rises quickly from the water's edge to a height of 305 feet. The streets, which are parallel with the strand, rise in successive tiers, and present a very picturesque appearance from the harbour and opposite shores. It contains a small hotel, with numerous taverns, places of worship for Roman Catholics, Episcopalians and Presbyterian Protestants, and Methodists, with the usual offices, &c., common to a country town. Extensive improvements have been effected of late, and more are contemplated by the principal proprietor, the Viscount Middleton. The houses are generally well built, and, to protect them from the effects of the prevailing storms, are faced with slate.

At the eastern end of the town is a pier, erected in 1805; and a quay is now being built.

Queenstown, though of considerable extent, carries on little trade. From its salubrity, it is much resorted to by valetudinarians: in summer it is greatly frequented as a bathing-place, and at all times a favourite retreat with the citizens of Cork.

Tourists desirous of making excursions, either by land or water, to any of the interesting places around Queenstown, will find good cars and boats in readiness.

During the war, Queenstown was a place of great bustle and importance. It was the station of an admiral, and the port in the south of Ireland for the embarkation of troops ordered on foreign service. It was also the place of rendezvous for merchant vessels to receive their convoy; and, during the French war, 600 sail of vessels have been at anchor at one time, and 400 sail have left the harbour under convoy in one day.

The entrance to the harbour is about two miles long by one mile broad; the mouth, at Roche's Point, being four miles from Queenstown. The harbour itself, exclusive of its numerous creeks and bays, is four miles in length, by two in breadth. It contains the three islands, the property of the Crown, Spike, Haulboline, and the Rocky Island. Spike Island is in area about 100 acres. On it are the Westmoreland fort, officers' quarters, with various military stores and appurtenances, and, besides, it is now a depot for convicts. Haulboline covers about 28 acres, and is used as a depot for ordnance stores, with governor's house, &c. And the Rocky Island, which is only about two and a-half acres in extent, contains two powder magazines and a small barrack. Carlisle and Camden Forts, which are opposite to each other, near the entrance to the harbour, are not now maintained.

From the heights over the Queenstown, magnificent views are obtained of the harbour, its entrance, its forts, its shores, its islands, the ocean and country around; and when this prospect is had under favourable conditions of the atmosphere, in connexion with numerous vessels in full sail, scudding under the influence of a breeze, it is, perhaps, equal to any marine scene in the kingdom.

Cuskenny, the seat of Mr. French, is on the shore, about a mile below Queenstown; and a little beyond it are *Bennet's Grove*, *Ballymore*, the *Priory*, and several other villas, *East Grove*, the marine residence of Mr. Bagwell, is about five miles from Queenstown, on the east side of the Great Island; and *Ashgrove*, the residence of Mr. Frankland, is equidistant, but on the north side.

Rostillan Castle, the fine, but long neglected seat of the Lords of Thomond, is beautifully situated at the eastern end of Cork harbour,

about four miles from Queenstown, and near Aghada, whence the Queenstown and Cork steamers sail to and from daily. *Castle Mary*, the fine residence of Mr. Longfield, lies between Rostellan and the ancient town of Cloyne; the latter being eight miles due east from Queenstown. *Jamesbrook*, the residence of Mr. Adams, which is separated from Rostellan by a narrow intervening creek of the bay, is finely situated at the entrance of the long navigable arm of the harbour, reaching to Ballynacorra, the port to Midleton, up which vessels sail, and a steamer daily plies in connexion with the Cork and Queenstown boats.

Aghada House is close to the village of that name; and a mile beyond it, on the road leading to *Trabolgan*, are the village of Whitegate and *Corkbeg*—the latter the residence of Mr. Fitzgerald. This place is prettily situated on a point of land projecting from Whitegate bay, which commands views of Cork harbour and its very remarkable entrance. About two miles from Whitegate, and near to Roche's Point, which is at the mouth of the harbour, is *Trabolgan House*, the beautifully situated marine residence of Mr. Roche.

In connexion with Monkstown, that part of the southern shores of Cork harbour which stretches from Raffeen bridge eastwards to Ring, a distance of two and a-half miles, may be noticed—Monkstown being the way by which they are generally approached. From Monkstown to

the head of the creek which runs up to Rathinally mills, the road skirts the shore, but from that point it runs inland, and it is hilly and devious.

The straggling fishing village of Ring is about four miles from Monkstown by land, following the windings of the road, and about two and a-half by water. Before reaching the village of Ring, *Ballybricken*, Mr. Connor; *Prospect*, Mr. Burke; and *Castle Warren*, Mr. Warren, are passed. The plantations of the two first named places lie along, and adorn the shores for a considerable extent. On the summit of the promontory of Ringaskiddy, the townland in which the village is situated, the Ordnance Tower is a remarkable feature, and from it good views are obtained of Queenstown, the harbour, shores, and country around.

From Camden fort, which is on the west side of the entrance to the harbour, an arm of the estuary runs up to Carrigaline, a distance of five miles, where it receives the Owenboy river. This inlet varies from half a mile to the eighth of a mile in breadth, and for a considerable distance, its high banks, on either side, are beautifully covered with wood.

On the left bank of Carrigaline bay, and three and a-half miles from Monkstown by land, is *Coolmore*, the seat of Mr. Newenham, one of the finest seats in the vicinity of Cork; and on the opposite bank is *Hoddersfield*, the beautiful seat of Mr. Hodder; adjoining *Hoddersfield* is *Aghamurta Castle*.

SECOND ROAD TO QUEENSTOWN, BY RAILWAY TO PASSAGE.

The Cork and Passage Railway, along which trains are despatched every hour, from either terminus, from 7 A.M. to 9 P.M., commences at Albert-quay, a little below the

Corn Exchange, and terminates at Passage. The distance is about six miles, and the trip is usually performed in 20 minutes; and from Passage, fast-sailing steamers, calling

at Monkstown, run to Queenstown; and thence, at certain periods of the day, to Aghada and Ballynacorra, making, like the river boats, during the summer months, occasional trips around and outside the harbour.

On leaving the city terminus, the railway keeps along the right bank of the river for three quarters of a mile, and on the top of the embankment, which protects the Victoria

Park from the water, from which the same views are obtained for so far, as from the parallel portion of the river. It then cuts diagonally through the peninsula of Blackrock, exhibiting in a very distinct manner, the stratification of its calcareous rocks, crosses the arm of that part of the estuary called Lough Mahon, which runs up to Douglas, and thence skirts the shore to Passage.

THIRD ROAD TO QUEENSTOWN, BY ROAD TO PASSAGE.

From the city to the straggling hamlet of Douglas, a very interesting portion of the suburbs is travelled through; and from the eastern end of that locality to Passage, the road keeps generally along the south side of the arm of the estuary of the Lee, which runs up to Douglas.

At ebb tides the bed of this branch of the estuary presents a mere tract of mud; but when covered with water, and viewed in connexion with the well-wooded seats lying to the south of the road, the scenery is pleasing, and by no means devoid of interest. *Maryborough*, the seat of Mr. Newenham, which adjoins Douglas, is well wooded, and the

largest of the country residences in the immediate vicinity of Cork, extends for a mile along our road; and from it to Monkstown, a distance of four miles, the banks of the estuary are adorned by a succession of delightfully situated villas of various styles and extent.

From Poolougheric Bridge, where there is a station, the road and railway meet, and are, with some very slight exceptions, continuous thence to Passage.

From Passage the steamers, in connexion with the railway trains, ply regularly, and the river steamers touch there at all their trips to and from Queenstown and the city.

FOURTH ROAD TO QUEENSTOWN, BY ROAD TO MONKSTOWN.

This road branches off the Douglas and Passage road at Poolougheric Bridge, where it leaves the estuary and crosses the headland to Monkstown, passing at about a mile from the bridge, *Old Court*, the seat of Mr. Glasgow, and formerly the seat of the Goolds; and about half a mile from Monkstown *Parkgarraff House*, adjoining which are *Monkstown Castle*, the abbey ruins, and the principal

villas, which chiefly constitute that locality.

We may remark, that before descending to the village of Monkstown, from various parts of the summit of the bank an extensive prospect is obtained of the harbour and country around.

All the steamers calling at Monkstown, on their way to Queenstown, renders the conveyance thither easy of attainment.

FIFTH ROAD TO QUEENSTOWN, BY ROAD, *via* GLANMIRE AND FOATY.

As far as Glanmire bridge, the road runs along the parapetted wall

which protects it from the river, and exhibits in its progress by far

the most beautiful parts of the eastern suburbs of the city. It also exhibits, from the existing and embryo dock-yards, indubitable proofs of the rising trade of the city—a trade which will, no doubt, be greatly increased on the completion of the railway—the excavation of the tunnel which is to connect the docks with the railway and terminus being far advanced, the entrance to this laborious and expensive operation being passed at about half a mile from Patrick's bridge.

On clearing the suburbs just referred to, splendid views of the river, and of the Blackrock, or right bank of the river, are obtained; but from the proximity of the road to the left and higher bank, as well as from its steepness, that, by far the finest portion of the river scenery, is but imperfectly seen. Still, during the periods when the tidal waters cover the bed of the channel, the road from Glanmire bridge to Cork is, perhaps, one of the finest approaches of which any city in the empire can boast.

The principal seats from the city to Glanmire bridge, we have noticed in our first, or river route to Queenstown.

Glanmire, which is immediately opposite to Blackrock Castle, is the narrow, sheltered valley, or rather glen, which, with the citizens of Cork, is a place of frequent resort, and through which the road to Fermoy, and to other northern parts of the country runs. It is about two miles in length, with banks on either side of considerable elevation, which are covered with handsome villas and their accompanying trees. The river, which also takes its name, may be considered as a branch of the estuary of the Lee, into which the various streams from the surrounding high grounds flow. The village of Glanmire, with its church and chapel, is near the upper end of the glen. In its neighbourhood are several flour mills, small factories

for weaving cloth, spinning wool, bleaching, dyeing, and finishing calico.

Glanmire presents no grand natural features, nor is the river, which is wholly tidal, attractive. It is at all times dull and muddy; and during ebb tides is extremely disagreeable from the quantity of silt which is exposed to view. The village of Glanmire, the mills, factories, and the character of the scenery at the upper end of the glen, render it very interesting; while the numerous villas with their plantations, impart to the middle and lower end a high degree of beauty. A very neat church adds to the scenery, and the climate and soil is very favourable to the growth of the finer and more tender sorts of trees and shrubs.

Among the numerous residences that adorn Glanmire, are *Riverstown*, the beautifully-wooded seat of Mr. Brown, at the upper end; *Dunkittle*, the fine seat of Mr. Morris, at the lower end. This is opposite to Lota, previously noticed.

From the roads which traverse either bank of Glanmire, and from the summits of the hills at the upper end of the glen, the traveller can readily obtain a correct knowledge of the topography of the district, and of the high and bleak country which lies along that side of the estuary of the Lee.

Passing the entrance to Glanmire, the demesnes of *Dunkittle* and *Inchira*, noticed in our first road to Queenstown, also the Little Island, with its suburban villas on our right, and *Rock Grove*, the finely-wooded seat of Mr. Dring, on our left, we run through the commencement of the fertile and interesting valley which continues eastward to Youghal. The road skirts the banks of the estuary, which spreads over the lower lands on the right, and separates the Little Island from that of Foaty. But the hills on the left, with the small country seats scat-

tered along their fertile sides, are much more pleasing and attractive than the tame and intermitting tidal lakes with the submerged lands on the right.

We pass through the poor village of New Glanmire, in which there is little to attract notice, before we reach the cross road branching off to *Foaty*, the fine residence of Mr. Smyth Barry. The demesne occupies nearly the whole of *Foaty* Island, which is separated from the main land by a narrow inlet of the estuary of the Lee. The mansion is a commodious building; the park is extensive, and adorned by numerous plantations; and the entrance gates, at either end of the island, are remarkably spacious, unique, and distinct in their character from each other. A little beyond the demesne of *Foaty*, but on the margin of Great Island, is *Marino*, the seat of Mr. French.

The Great Island is isolated from the main land, from the Little Island, and from the Island of *Foaty*, by the spreading waters of the estuary of the Lee—the breadth of the intervening waters varying according to the relative levels of the land. The island is about five miles long, by two and a-half in breadth; the shores are generally bold, and the surface of the interior is fertile and agreeably diversified. The road across the ridge of the island is very steep, and consequently many prefer the low road along the shore by the hamlet of Carrigaloe, even at the increased distance of a mile. The various seats in the Great Island we have noticed in our first route in connexion with Queenstown.

BLARNEY.

Next to Queenstown, in the environs of Cork, the small village of Blarney, with its ancient castle ruins, is, with tourists, the place of most resort. It lies about five miles

north-west of the city, and is situated in a fertile valley near the confluence of the Martin and Blarney streams, which fall into the Shournagh, one of the tributaries to the Lee, about a mile below the village.

The easiest and the best way of reaching Blarney is through Blackpool (the northerly portion of the city), and along the new road leading to Kanturk; but, in returning, we would recommend the old road by Sunday's-Well and Blarney lane. By this arrangement a view of the agricultural valley in which Blarney lies will be obtained in going; and, in returning, a prospect is commanded of a considerable extent of the valley of the Lee, of the city, the estuary, and the country around. To attain this prospect to advantage, however, it will be necessary to ascend, in one or two places, the higher parts of the ridge adjacent to the road; and from these points, which attain to an elevation of more than 400 feet, extensive views are obtained.

The village of Blarney is pleasantly situated on the banks of the Martin stream, and, though now of little importance, was, according to Mr. Windele, in the latter part of the last century, a place of considerable manufacturing trade—as much as £400 worth of knit stockings having been sold weekly.

Blarney Castle, so celebrated in story and in song, is situated about a quarter of a mile to the south of the village. It is based on an isolated limestone rock, which rises boldly over the junction of the Martin and Blarney streams above noticed. The ruins, which now consist of the keep, or tower of the ancient castle of the MacCarthys, princes of Desmond, dates from 1446, and “the Mansion House,” which was built by the Jeffreys (the present proprietors), after they obtained the estate in 1701, and which they occupied for upwards of a century.

“From the top of the old castle, an extensive prospect of the surrounding country is obtained; and on the highest part of the north-east angle, to which a flight of half a dozen steps leads, is placed a stone inscribed with the date 1703. This is generally pointed out as the far-famed impudence-conferring ‘Blarney-stone,’ to kiss which, has been the object of many a pilgrimage, in order to participate of its marvellous powers and properties. Foremost and distinguished by one and all the worshippers who have approached it, was the northern Ariosto—Sir W. Scott—who, on the 9th of August, 1825, accompanied by his gifted son-in-law, Lockhart, Miss Edgeworth, &c., paid the homage of his worship, and observed the ceremonial of kissing it. The proceeding is noted down in the ‘Prout Papers.’”

The demesne, which comprises upwards of 250 acres of beautifully-varied and highly fertile surface, lies chiefly on the south side of the castle. It includes, at its lower end, the small sheet of artificial water, well known as Blarney Lake, and adjacent to the castle, the celebrated Rockclose—the old enclosed pleasure grounds so named from the limestone rocks which protrude in very fantastic forms, and cover a considerable extent of its surface. This romantic and singular spot, which was in former days happily appropriated and suitably adorned by shrubs, grottoes, alcoves, arches, bridges, statues, and rustic seats, has also suffered much from neglect and time; but as the great natural features still remain, the embellishments could soon be restored, and Rockclose rendered one of the

most interesting of rock gardens. On the low grounds near the river, to which you descend by the Witches'-stairs, is an ancient cromlech, or Druid's altar.

Referring the genealogists to Mr. Windle's “Guide to the South of Ireland,” for details relative to the M'Carthy's, the princes of Desmond, who built and inhabited this fortalice for so many years, and who, according to Keating, the Irish historian, as stated by Mr. Windle, can trace their descent up to the patriarch Noah himself, let us direct the attention of the tourist to the more peaceful and useful pursuits of the present proprietor, Mr. Jeffreys, which consist in the improvement of the soil, and bettering the condition of his fellow-men, as evinced in the reclamation of the valley which stretches eastwards from Blarney to the railway, and in the erection of comfortable dwellings for those who are engaged in the work. There the eye is gladdened with the teeming crops which a naturally fertile soil, under the influence of a favourable climate—now happily relieved from the withering effects of feudal tenures and unrelenting mortgagees—gratefully yields in return for the labour expended.

Though, like the greater part of the more fertile lands of the county of Cork, there is nothing very striking in the general aspect of the country about Blarney, yet there is much variety in the fertile and prettily undulating surface which lies around; and in the valleys, along several of which the public roads are carried, there is much of what many would consider very beautiful scenery.

DUBLIN to WATERFORD

No. 12.—DUBLIN TO WATERFORD BY RAIL.

BY KILDARE, CARLOW, AND KILKENNY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Waterford
1 Dublin,	—	—	112
8 Kildare, as in No. 10,	—	80	82
9 Athy,	14½	44½	67½
10 Mageny,	6½	51	61
11 Carlow,	4½	55½	56½
12 Milford,	4½	60	52
13 Bagnalstown,	6	66	46
14 Gowran,	8½	74½	37½
15 Kilkenny,	6½	81	31
16 Lavistown,	2½	83½	28½
17 Bennet's-bridge,	8½	87	25
18 Thomastown,	5	92	20
19 Ballyhale,	4½	96½	15½
20 Mullinavat,	7	103½	8½
21 Kilmacow,	4	107½	4½
22 Dunkilt,	2½	109½	2½
23 Waterford,	2½	112	—

This line branches off, No. 10. at Cherryville, which is two miles from the Kildare station, and runs for several miles through a portion of the dreary, flat, boggy plain, which occupies so much of the lower parts of Kildare and Queen's county, and is so often submerged from the high level maintained by the river Barrow, the great carrier of the waters of this district to the ocean. In addition to the towns given in the table, it leads generally to all the different parts of the counties of Carlow, Kilkenny, Wexford, and Waterford, and may be considered as the great trunk line of communication to that important district.

Close to the Athy station is the town of Athy, where, alternately with Naas, the assizes for the county of Kildare are held. It is situate on the Barrow, which has been rendered navigable for barges downward to Ross and Waterford; and the navigation is also connected with Dublin by the Grand Canal. These circumstances, added to its central situa-

tion, and the fertile country around, present many inducements to improvement.

In the town are the court-house, church, chapel, meeting-houses for Presbyterians and Methodists, with several schools; and the union workhouse and national agricultural district school are in the vicinity.

The principal trade is in corn, of which a good deal is ground at the neighbouring mills and forwarded by the Grand Canal to Dublin.

At an early period of the English ascendancy, Athy appears to have been a frontier town of the Pale, portions of the old walls and one of the gates still remaining; and here, as in all their other settlements, monastic establishments soon followed the foundation of the military castles; and accordingly, it is stated, that two monasteries were erected here soon after the English invasion. In 1308 the town was burned by the Irish. In 1315 it was plundered by the Scots, under

Edward Bruce. In 1506 a castle was built for its defence by the Earl of Kildare, the remains of which, under the name of White's Castle, now form part of the police barrack. In 1648 the town was possessed by the Irish, under O'Neil; and two years afterwards it was occupied by the parliamentary army. In its history, it is noted as the place where Donald O'Brien crossed the Barrow after the battle of Clontarf.

Below the town, on the banks of the Barrow, are the villas of *Cardington*, *Barrowford*, *Bellevue*, *Salisbury*, and *Willisgrove*; and at two miles, *Bert*, the seat of Lord Downes. This demesne, from the extent of its plantations, is a feature in the flat country lying around. *Geraldine* is about a mile and a-half north of the town, on the road leading to Kildare. The interesting ruins of Woodstock Castle, which is supposed to have been built by a descendant of the Earl of Pembroke, are close to the town; and adjoining *Bert* are the remains of the castles of Rheban and Kilberry, both of which were occupied by the earlier English settlers; and in the country around the town are the remains of many similar but smaller structures.

In the country below Athy, and on the left bank of the Barrow, are the villas of *Farmhill*, *Grange-melon*, and *Levitstown*. The latter is about five miles from the town. On the right bank of the river, at three miles from the town, is *Kilmorony*, the seat of Rev. F. S. Trench. About two miles from *Kilmorony* is *Ballyfoyle House*. This demesne is beautifully situated on the Barrow.

To the west of the town, on the road leading to Stradbally, are *Rockfield*, *Woodfield*, *Kilcoa*, *Castle Mitchell*, *Gambo Hill*; and four miles to the north east, on the road leading to Kilcullen, is the Moat of Ardsull, one of the most remarkable from size and site of those extraordinary tumuli, of which so many are to be met with in various parts of the

kingdom, and which are considered by antiquarians as the relics of the most ancient eras. The moat is rendered still more conspicuous for many miles around, from being covered with a thriving plantation of young trees. It is also historically interesting, as the battle-field of a sanguinary conflict, fought in 1315 by the Scots, under Edward Bruce, and the English, under Sir Hammon le Gros, in which the latter were defeated.

From the moat, which is 389 feet above the level of the sea, an extensive prospect is obtained of the country, including all that lies around Athy.

A considerable portion of the country on the north and west sides of Athy is flat, boggy, and uninteresting; and the peat-moss district, which occupies so great a portion of the central parts of the kingdom, approaches to within a short distance of the town.

The country lying between Athy and Carlow is very different in its nature and appearance from that lying between Kildare and Athy. Although the soil is not of the richest character, yet it is fertile, well cultivated, sheltered by hedges, improved by good roads, adorned by neat farm-houses and gentlemen's seats, refreshed by the waters of the Barrow, and beautified by the scenery of the surrounding hills. These observations are not limited to the country merely travelled through, they are applicable to a considerable tract lying around, taking the town of Carlow as the centre.

About three miles to the north-east of the Mageny station is the old castle of Kilkea, built by the seventh Earl of Kildare, lately restored by his descendant, the present Duke of Leinster, and near the seat of his son, the Marquis of Kildare.

About two miles from the Mageny station, we reach *Oak Park*,

the fine seat of Mr. Bruen, along the western boundary of which we continue to the vicinity of Carlow.

The mansion of *Oak Park* is a fine modern structure; the grounds around it are extensive, flat, but well wooded, and contain a large artificial lake. The surface of the deer-park is beautifully varied and well stocked with deer, and is by far the largest and finest enclosure of the kind in this part of the kingdom.

CARLOW,

The chief town of that county, is situated on the Barrow, and surrounded by a well-cultivated, respectably inhabited, and fertile tract of country. The Burren stream runs through it, and falls into the Barrow in the centre of the town. Carlow is connected with the thriving and populous suburb of Graigue by a bridge thrown across the Barrow—Graigue being on the opposite side of that river, and in the Queen's County.

Carlow, though a place of considerable antiquity, has few remains indicative of its early origin. It appears that the castle, a considerable portion of which still rises high over the Barrow, was early founded by the Anglo-Normans; and sustained repeated sieges and batterings from that period down to its demolition by the republican army under Ireton.

Although few authentic particulars exist relative to the early history of the castle, yet it is generally believed that it was long one of the principal fortresses of the English in Leinster within the pale.

As the shire town, Carlow contains the county gaol, court-house, infirmary, and fever hospital, with various other charitable and fiscal establishments. The court-house is a handsome edifice, with a fine Doric portico, in imitation of the Parthenon at Athens, and is an important feature in the town. The district lunatic asylum for the coun-

ties of Carlow, Kildare, Kilkenny, and Wexford, is a large building at the north end of the town; and the union workhouse, one of the best of these structures, occupies a conspicuous site at the south end.

The church is a modern structure, with an elegant spire of very considerable height; and the chapel of ease, just built by the late Col. Bruen, is a beautiful erection, in the mediæval style. The R. C. cathedral is a handsome cruciform building in the pointed style, with a lofty tower at its western extremity surmounted by a lantern, terminating at a height of 151 feet from the base. The remains of the late celebrated Dr. Doyle, bishop of the diocese, are interred at the foot of the altar, and a fine monument, executed at Rome by Hogan, has been erected in the cathedral to his memory.

The R. C. college for the education of divinity students is near the cathedral. It is a large building, situated in an enclosure of 34 acres. A small chapel is attached to it. There are two nunneries in the town, the Presentation and the Sisters of Mercy. There are also a Scotch church, a Wesleyan chapel, and Friends' meeting-house. There are a diocesan school, parochial and national schools, with several others. There are two subscription reading-rooms, branches of the Bank of Ireland, and Tipperary Joint-Stock Bank; and to the south-east of the town is the small cavalry barrack.

Carlow, from its position on the river Barrow, which is navigable for barges from its junction with the grand canal at Athy to the port of New Ross, and thereby possessing a communication with that town, Waterford, and Dublin, is well situated for trade; and to these facilities may be added its distance from any other town of importance, and the respectably inhabited fine agricultural country by which it is

surrounded. Its principal business consists, however, in the manufacture of flour, and the sale of corn, butter, and other agricultural produce. The butter is of a very superior quality, and finds a ready sale in the London market.

The town is of considerable extent, and contains a number of good streets, of which the two principal, intersecting each other at right angles, divide the town into four nearly equal portions. The whole town has, comparatively speaking, an air of neatness, cleanliness, respectability, and comfort. The retail shops are numerous; and the suburbs are incomparably superior to those of any other of our provincial towns. There are two newspapers published weekly.

The principal hotel is the Club-House, Whitmore's, where good post-horses and carriages can be obtained.

The environs of Carlow are interesting, as well from the superior culture of the soil as from the comparatively comfortable state of the inhabitants, and the numerous seats therein.

Oakpark, the fine seat of Mr. Bruen, lying to the north of the town, we have already noticed. Near it are *Pollerton*, Sir Charles Burton, Bart.; *Browne's Hill*, the seat of Mr. Browne; and *Burton Hall*, that of Mr. Burton—the latter is one of the oldest places in this part of the country, and the only one laid out in the old formal style of gardening. Adjoining it is *Russelstown House*, the residence of Mr. N. Duckett, and *Duckett's Grove*, that of Mr. J. D. Duckett. The extensive plantations connected with the above residences add very much to the appearance of this part of the country. Four miles south of the town is *Moyle*, the seat of Mr. Banbury, and near it is *Castletown*, the residence of Mr. Faulkner, and *Killballyhue*, that Mr. Nowlan. At Kellystown

church, which is within a mile of *Moyle*, is the site of an ancient round tower.

There are few finer tracts of country than that which stretches from Carlow, westwards, to the base of the Clogrennan hills, and generally along the right bank of the Barrow, for a considerable distance above and below the town; nor is there in this portion of the kingdom a tract which has been more improved, as well in an ornamental as in an agricultural point of view. Among the numerous villas which adorn this rich tract of country, are *Coopershill*, the residence of Mr. Cooper, which is four miles from the town, and near to the village of Ballickmoyler; and *Hollymount*, Mr. Fishbourne, which is equidistant, but above the town, on the right bank of the Barrow.

At the hamlet of Killeslin, which is on the road leading from Carlow to the collieries, and near the ruins of the old church, are the foundations of one of the ancient round towers. And here we may remark, that from the roads leading hence across the hills to the collieries, and still better from the higher summits adjacent to the road, views can be readily attained of the rich country around Carlow, of the town of Athy, of the large tracts of bog which stretch far to the north, and of the vale of the Barrow, through which that river flows from Athy to the town of Carlow. A great part of the county of Kildare can also be discerned; as also the county of Carlow, from the Barrow to its eastern and southern confines; and a considerable range of the mountains of Wicklow and Wexford.

Clogrennan, the seat of Mr. Rochfort, is delightfully situated on the right bank of the Barrow, about three miles below Carlow. In the demesne are the picturesque remains of an ancient castle of the Butlers, to whom, in former times,

this place belonged, and through which the mansion is approached.

The fertile limestone valley through which the railway runs from Carlow to Thomastown, is bounded on the east by the granite range of mountains, which reaches from the valley of the Slaney to the valley of the Nore, and comprehends the summits of Mount Leinster, Blackstairs, and Branden, of which Mount Leinster attains 2,610 feet above the sea-level; on the west by the lower range of Sandstone hills, which, with some slight intermissions, extends from the valley of the Barrow to Fethard, and under which are included the summits of Clogrennan, Slieve-Ardagh, and Slieve-Margy—the highest of these, Clogrennan, not exceeding 1,032 feet; and on the south by Slievenaman, and the hills which sweep around to Thomastown—the former attaining to an elevation of 2,364 feet. The hills to the west are all tilled, even to their summits; but the mountains on the east rise far above the limits of cultivation.

At Millford, the only station between Carlow and Bagnalstown, we are within a mile of the residence and extensive flour-mills of Millford, Mr. Alexander, and two miles of *Garrighunden*, and three of the village of Narney; and from that station to Bagnalstown, the railway skirts the base of the low frontier range of hills which attain a height of 630 feet, and here limit the valley on the south. Before reaching Bagnalstown station, we pass Rathwade and *Dunleckney*, the latter the seat of Mr. Newton.

Bagnalstown is a small, clean place, pleasantly situated on the Barrow; and its appearance has been much improved by the sessions-house and other private buildings, lately erected. The former, with its handsome Ionic portico, occupying an elevated site, is a remarkable object. A number of

respectable people reside in and around the village, and a good many hands are employed in quarrying and dressing granite blocks and sandstone flags. These rocks abound in the neighbourhood, afford good materials for building, and are readily conveyed to various parts by the Barrow navigation. The church and R. C. chapel, both modern neat buildings are in the town. There are several flour-mills in the neighbourhood, and adjacent to the town is *Bagnalstown House*, the seat of Mr. Newton. The district around is considerably improved, and the naturally rich country is beautified by the windings of the Barrow, here a fine river.

At Ballymoon, which is about two miles east of the town, are the ruins of a castle of the Knights Templars; and near the road leading from Bagnalstown to Nurney are the uninteresting ruins of the Ratheden, Agha, and Dunleckney churches.

Two and a-half miles north from Bagnalstown is the small straggling town of Leighlin-bridge, so called from the bridge here crossing the Barrow; the first bridge having been erected in 1320, by Maurice Jakis, a canon of the cathedral of Kildare, to facilitate the intercourse between the country lying to the east of the Barrow and the cathedral of Leighlin, which is situated about two miles west from the town.

Near the bridge, on the left bank of the river, is a square tower, a remnant of Black Castle, one of the earliest strongholds of the Anglo-Normans, which was erected to protect this important pass shortly after their arrival in this country. The curtain walls which enclosed the quadrangle, as also the foundations of the bastion towers, can still be traced.

The modern church and R. C. chapel are on the west or right bank of the river. Although Leigh-

lin-bridge is a considerable thoroughfare, and the Barrow navigation runs through it, little business or trade of any kind is carried on.

The poor village of Old Leighlin, which lies two miles to the west of Leighlin-bridge, at the base of the high and long hill which bears its name, was formerly a place of importance. The see was founded in 632; and its cathedral church, dedicated to St. Lazarinus, having been destroyed by lightning in 1060, was rebuilt between 1153 and 1185, and again restored in 1527. It is a venerable building, and has, since the diocese of Leighlin was united to Ferns in 1600, been used as the parish church.

From the village of Old Leighlin, the old cross road to Castlecomer, which was carried straight across the hill, alike regardless of our modern gradations and rates of ascent, serves to mark out, in a rural and pleasing way, the site of this remote and ancient locality. The road, as it attains an elevation of upwards of 800 feet, affords the traveller, from its higher parts, and still better from the higher summits to which it leads, extensive and highly interesting views of the country around; of the high and bleak country, containing the great anthracite coal basin, in which tillage and moorland are strangely mingled, lying to the north and west; of the windings of the Barrow; of the rich central plain of Kilkenny; and of all the county of Carlow, from the base of the ridge of Old Leighlin to its southern boundaries—the summits of Mount Leinster and Blackstairs.

Adjoining Leighlin-bridge is *Stewart Lodge*, Mrs. Stewart; and on the left of the road leading to the Royal Oak are *Burgage*, *Killinane*, *Malcolmville*, the latter the residence of Mr. Mullhalen.

The Royal Oak, which is a mile from Bagnalstown, is a small hamlet, formerly well known as a posting

stage; and about a mile to the west of it, the Flag-stones, which are generally known in Dublin and throughout the country as Carlow flags, are obtained.

On leaving Bagnalstown, we cross the Barrow, sweep around *Shankill*, the handsome seat of Mr. Aylward, leaving *Paulstown Castle*, the seat of Mr. Flood, about three miles to the east, also *Montruth House*, which is nearer to the line of railway, and soon reach the

GOURAN STATION,

About a mile from which are the village and demesne of *Gouran*—the latter the seat of the Viscount Clifden. The mansion is small, but the park is extensive, and contains the ruins of Gouran, Ballyshanmore, and Neigham Castles—once strongholds of the Butlers. The interesting ruins of the abbey are in the village—the parish church now occupying the site of its chancel.

The village of Goresbridge is about three miles to the east of Gouran; it is situated on the Barrow; and above the town are several small flour-mills. *Barroumount*, a seat of the Viscount Clifden, but now occupied by a farmer, is a little below the town, on the right bank of the Barrow, and on the opposite bank is *Ballyellin*, the residence of Mr. Blackney.

Close to Gouran station, is *Blanchville*, the residence of Mr. Kearney, and in proceeding to Kilkenny, several ruined castles are passed on either side of the rail, all proving the occupancy and the importance of this part of the country in former days. These castles are Clifden, Highrath, and Dunbell, on the east side; Clara, Clarabracken, and Castlewarren on the west side—the last three being situated on the sides of the hills, which limit the plain we are travelling through. It is worthy of observation, that the keeps of four of these castles have been repaired, and are now usefully

occupied, either as farm houses or farm offices.

Two and a-half miles from Kilkenny, *Lyrath*, the seat of Sir J. W. D. Cuffe, Bart., is passed on the right; and a little beyond it, on the left, *Sion Hill*; and from this may be said to commence the environs of

KILKENNY,

which dates its origin from a very remote period. In its ecclesiastical history, it appears that the see of Ossory was placed by St. Kieran at Seir Kieran in the fifth century, removed to Ahaval in 1053, and to Kilkenny in 1178.

Of its military history, little seems to be known till after the invasion of the Anglo-Normans. It appears that Strongbow early possessed himself of the town, and built the castle; that, in 1195 the town obtained its first charter from his son-in-law, the Earl of Pembroke; in 1391, James Butler, the ancestor of the present Marquis of Ormonde, purchased the castle from Thomas Le Spencer, Lord of Glamorgan and Kilkenny; and from that period to the present, amid all the mutations of time, and amid all the hayocs and feuds of the civil wars, the castle has remained in the possession of this family.

Its corporate privileges were extended from the date of its first charter, by William Le Marischal, down to that of James I., under whose charter it was governed till the operation of the Municipal Corporation Act in 1841.

The city, which returns a member to the Imperial Parliament, is traversed by the Nore from north to south, dividing it into two unequal portions. Two bridges are thrown across the river, Green's and St. John's; the latter, though an elegant structure, and the principal line of traffic, is ill-suited, both by form and position, to effect the ostensible objects for which it

was erected—an easy communication across the river. Like all the old towns with which we are acquainted, the greater part of the streets are irregular, narrow, and inconvenient; and even in the wider and more modern streets, many of the houses are but ill-suited either to business or comfort: and, while there are many excellent dwellings in and around the town, there are at the same time, as well in the interior as in the outlets, an ample share of wretched hovels, with their certain concomitants—misery and filth.

Kilkenny formerly carried on a considerable trade in the manufacture of blankets, coarse cloths, and linens, but these branches of trade have greatly fallen off. The corn and general retail trade now form the principal business. The town is well supplied with the variety of coal called anthracite, which is obtained from the neighbouring collieries; and the limestone adjoining the town, and which constitutes the rock of the district, admitting of a fine polish, on a black ground, occasionally interspersed with white veins, is extensively worked up into chimney-pieces, &c., and is well known as Kilkenny marble. There are two weekly newspapers published, and there are branches of the Bank of Ireland, Provincial, and National banks, in the town.

The Club-house in Kilkenny, kept by Walsh, has been long celebrated as one of the best hotels and posting-houses in the kingdom; and the Victoria affords good accommodation.

The cathedral is a plain cruciform structure, in length 226 feet, in breadth 123. The interior, which is lofty and in good preservation, is divided, as cathedral churches usually are, into nave, aisles, transepts, choir, and chancel. There are several monuments to the more eminent of those who received sepulture here, and the interior has

also afforded a resting-place to eight of the bishops, and several of the noble house of Ormonde. The tower is disproportionably low, but still from its summit, to which there is easy access, the traveller can command a good view of the city and country around it. It is worthy of remark, that under the auspices of Dean Vignoles, the interior of this venerable pile has been greatly restored.

Close to the cathedral is an ancient round tower, 108 feet high, and 48 feet in circumference at the base. The surrounding cemetery is planted, and approached from the town by a flight of steps. The diocesan house and deanery are near the cathedral, as is also the diocesan library, founded in 1692 by Bishop Otway, and now containing upwards of 3,000 volumes. The consistory court and chapter-house are also adjoining the cathedral. The other ancient ecclesiastical buildings are, 1st, the abbey of St. John, founded by the Earl of Pembroke about 1211. In its history it appears to have been demolished to make room for a foot barrack; but, in 1817, it was re-edified with a due regard to the preservation of the original style, and adapted to the purposes of a parish church, from the designs of the late Mr. Robertson of Kilkenny; 2nd, the Dominican or Black Abbey, situated in Irishtown, founded in 1225. The remains are extensive, and possess much interest. The structure was cruciform, with a square tower rising in the centre, which is still in good preservation. The end window, divided into five lights by mullions of stone, is of very spacious proportions; and the architecture of parts of this church ranks among the best examples of this style of pointed architecture to be met with in the kingdom; it has also been repaired, and is now used as a R. C. chapel.

The ruins of the Franciscan Friary, which are situated on the

banks of the Nore, also possess much interest. The body of the church is still standing, but deprived of its roof. The central tower still exists, as also the remains of the western window.

The other parts of the friary are now occupied by a brewery and other buildings.

In many of the older parts of the town, portions of ancient structures can still be traced.

The modern church of St. Marys, in High-street, together with the cathedral, and St. John's, already described, constitute the places of worship in connexion with the Established Church. The R. C. places of worship are four, exclusive of the large cathedral in progress of erection—one in each parish; that of St. Canice is a handsome modern edifice in the pointed style, as is also the modern chapel in Maudlin-street; the other two are plain buildings. There are also chapels attached to the Presentation Convent, Capuchin and Dominican Friaries. The Wesleyan Methodists have a meeting-house in the town, and there is also a small but neat Scots Church.

The grammar school, called the college of Kilkenny, was originally founded by Piers Butler, Earl of Ormonde, in the sixteenth century; but it fell into decay, and was rebuilt in 1684 by the Duke of Ormonde; and again, in 1782, by parliamentary grants. It is beautifully situated on the left bank of the Nore, and has accommodation for eighty boarders. Swift, Congreve, Dr. Berkely, Bishop of Cloyne, with many other eminent men, were educated here. On the south side of the town, and on the right of the road leading to Clonmel, is the new R. C. college. It is a modern building, in the Gothic style; but a part of the eastern front is all that has yet been erected. Our limits will not admit of us even enumerating the various schools for

the humbler classes, endowed, parochial, national, subscription, and voluntary; we must therefore pass on to the union workhouse, which is situated on the Castlecomer road; St. James's Asylum, for widows, founded and amply endowed by James Switzer, Esq., on the Bennett's-bridge road; the Ormonde Hospital, for a like purpose; and Bishop Pocock's endowment at Linton.

In addition to the court-house, gaol, infirmary, hospital, and lunatic asylum, Kilkenny contains the principal buildings appertaining to it as a county town. Adjoining the city, on the road to Castlecomer, are the large infantry barracks.

From the English invasion in 1170, down to the parliamentary war in 1641, Kilkenny appears to have been the most important of the inland provincial towns. It was frequently the residence of the Lord Lieutenant, and in it the parliaments were occasionally held. During that long period it had its full share of all the sackings, burnings, and miseries, consequent on the intestine commotions which then prevailed; but, amid all the havocs of the civil wars, it increased in extent and importance. In its incipient state, the town was divided into distinct localities: the part immediately around the cathedral of St. Canice, and which is defined by the stream called the Breagh, one of the Nore's tributaries, was called Irishtown; the other part, immediately connected with the castle, was called Englishtown; but of these distinctions, the latter is obsolete.

The castle, to which we have already referred, was rebuilt by the second Duke of Ormonde; and the present structure, consisting of considerable alterations, and great additions to that building, was commenced by the late, and finished by the present Marquis, from the designs of the late Mr. Robertson, of Kilkenny. It is one of the largest

and best of our castles, and, unlike the modern structures of the same style, has happily retained the large interior court-yard. The gallery, which is 150 feet in length, contains an excellent collection of paintings, principally portraits, and many of them illustrative of the long line of descent of this noble family. The grounds, which are, from the nature of the locality, very limited, are arranged in a style corresponding with the character of the building.

It occupies an elevated site on the right bank of the Nore, whose quiet waters flow past its lofty walls, and commands extensive views of the town and of the rich surrounding country. Though from many points the castle has a good effect, yet, it is seen in its most imposing points of view in connexion with the river, or with the river in the foreground. There it seems better to command the town; and there its baronial character is better displayed; and there, too, a train of thought is awakened, carrying the mind back to the times when the towers and battlements, which are now raised merely for architectural effect, were necessary to the purposes of security and repose.

As we have already remarked, a general view of the city and country around is seen from the tower of the cathedral; but the town is seen to more advantage from the elevated lands lying along the left bank of the river, as also from the road leading to Castlecomer. There the principal part of the town, occupying the right bank of the Nore—terminated on the one hand by the venerable cathedral of St. Canice, and on the other by the baronial castle of the Ormondes—is finely displayed. From the heights on various sides of the town, the city is seen under various modifications and aspects; but, perhaps, the best general view of Kilkenny and the country around is obtained from *Altamont*, the little verdant hill cap-

ped with a neat cottage, adjoining the Dublin entrance to the town, which rises to a considerable elevation above the surrounding plain.

From Green's-bridge there are good views both up and down the river; on the one hand we have the large wheels of the various mills, with their accompanying dams, the ruins of the Franciscan friary, the adjacent parts of the town, the partially-wooded banks, and the castle, perhaps, in its most imposing forms. On the other hand, the cathedral, round tower, and older parts of the town, together with the windings of the upper part of the river. John's-bridge, also, affords interesting views of the castle and of the river on either hand; and from the railway terminus, good views are obtained of the castle, city, and country around.

The soil around Kilkenny is very variable. Along the base of the sandstone hills, which run westward from the valley of the Nore, there is a large flat tract of poor wet surface on a deep retentive sub-soil; while along the valley of the Nore, and to the south and south-east of the town, the soil is dry, very fertile, and the surface varied and beautiful.

The river banks below the town are the most attractive part of the environs. Along the right side of the Nore, a public mall extends for a considerable distance, and thence the walk may be prolonged by a foot-path down the river. Though the banks are in many places comparatively tame, yet they everywhere present a high degree of quiet pastoral beauty; generally they are not continuous, being broken by the rich alluvial holms, through which the ample river majestically flows.

To the north, above the town, and along the river banks, on the road leading to Freshford, the country assumes a more romantic character; and in many places,

particularly in the vicinity of *Three Castles*, the scenery is very picturesque. *Three Castles*, the seat of Mr. Ball, is beautifully situated on the right bank of the Nore, about five miles from Kilkenny. Of the three small castles, which give name to the place, two are in ruins, and the third has been partially restored.

At three miles on the same side of the town, but on the road leading to Castlecomer, is *Dunmore Park*, a large detached demesne belonging to the Marquis of Ormonde, and near it the caves of Dunmore. The caves are an interesting natural feature, bearing a general resemblance to the caverns found in different parts of the limestone formations.

Adjoining *Dunmore Park* is *Jenkinsonstown*, the fine seat of Mr. Bryan. This demesne, which, from its situation and extensive woods, is a remarkable feature in the country around, is beautifully situated on the Dinan, which falls into the Nore about a mile below the park.

Bennet's-bridge is about five miles south-east of Kilkenny, on the road leading to Thomastown, and near the line of railway. The road generally travelled keeps along the right bank of the Nore, and runs through a very beautiful and fertile country, passing at a short distance from the town, on the left, *Archers-grove*, the villa of Mr. Reid; and at three miles, *Kilfera*, the residence of Mr. Ryan. This seat is beautifully situated on the right bank of the Nore. Adjoining *Kilfera* is *Sheastown*. Bennett's-bridge is a small, poor hamlet, but beautifully situated on the banks of the Nore. Near it are two large flour mills. On the right, a little above the bridge, are *Maiden Hall*, and the glebe-house of Burn church; and on the left, *Blackwell Lodge*. The road which keeps along the right bank of the river also passes through a beautiful country, and leads to several pleasantly-situated villas.

The small village of Tullaroan is about eight miles west of Kilkenny, on the mountain road leading to New Birmingham and Killenaule. It is situated in the centre of the sand-stone hills, and is surrounded by a great tract of sadly neglected, though highly improvable country. This village formed part of the vast estates of the Graces, Barons of Courtstown, descendants of Raymond le Gros; and about a mile and a-half from it, are the foundation walls of the large baronial castle of that once powerful family. On the road leading to Tullaroan from Kilkenny, and near the latter, is *Castle Blunden*, the seat of Sir John Blunden, Bart.; and at two miles from Kilkenny, *Bonnetston*, Mr. Collis.

To the west of the city, on the road leading to Callan, are the villas of *Rosehill*, *Orchardton*, *Birchfield*, *Tinny Park*, and *Bamford*.

At four miles from Kilkenny, the hamlet of Grange is reached, where the road branches off to *Desart*. A little to the left of the hamlet is the keep of the old castle of Ballybur, and at two miles, also on the left, is the Kilkenny race-course. At five miles, *Farmley*, the handsome seat of Mr. Flood, is passed on the left. Adjoining the demesne, are the modern church and ruined castle of Burnchurch. The latter, from its preservation and situation, is a conspicuous object.

Opposite to *Farmley*, and about a mile to the right is *Desart*, the seat of the Earl of Desart. This demesne, from its elevation and extensive plantations, is a remarkable feature in this district of country. The house is a handsome Italian structure; and in the comparatively large extent of plantations which are in this demesne, is the largest and finest oak tree in Ireland.

In proceeding from Kilkenny to Waterford, we return to Lavis-town, the junction of the Kilkenny and Waterford with the South-

eastern Railway, and thence keep along the left bank of the Nore, passing near to the village and flour-mills of Bennett's-bridge, which is about five and a-half miles from the city.

The railway from Bennett's-bridge to Thomastown, affords good views of the fertile and sweetly diversified country on either hand and of the circumjacent hills. The church and castle ruins, which are scattered around this beautiful locality, the keep of the old castle of Kilbline, and the ancient round tower of Tallaherrin, which lie from two to two and a-half miles east of the railway, carry us back to former, though very distinct eras of time.

The Thomastown station, which occupies an elevated site, commands, in addition to the scenes we have just noticed, views of the most beautiful parts of the valley of the Nore, including Thomastown, and the very picturesque country which environs it.

THOMASTOWN

is beautifully situated on the banks of the Nore; the principal part of the town occupying the left side of the river. This place is said to derive its name from the founder, Thomas Fitzanthony Walsh, one of the earliest Anglo-Norman settlers; and among its antiquities, the original town-walls can still be traced. Two of the square towers, connected with the fortifications, remain near the bridge, and throughout the town various remnants of the old buildings exist. Five beautifully pointed arches constitute the ruins of the old Dominican abbey—the present parish-church occupying the site of the chancel. In the latter, and also among the ruins, are several ancient monuments. The town contains a large R. C. chapel and several schools: the altar in the former was removed from the neighbouring ruins of Jerpoint abbey.

Situated in the heart of a rich

and beautiful country, on the banks of one of the finest of our rivers, which is navigable for vessels of considerable burden to within five miles of the bridge, and also at the point where the cross-roads to Dublin, Waterford, Kilkenny, and Ross, branch off, Thomastown, with all these advantages, is, comparatively, a poor town. With the exception of the two large flour-mills, there is no trade carried on; and even the retail-shops are of the poorest description.

There are two small inns, Cullen's and Trilly's; and at the latter post-horses and carriages can always be obtained. There is also a branch of the Tipperary Bank in the town.

To those anxious to explore the beauties of the Nore, we know of no better halting-place than Thomastown. It is situated between Kilkenny and Innistiogue, which may be said to limit respectively the more interesting portions of this fine river, that is, before it is influenced by the tide-water. As the nature of our work prevents us following its beautiful meanderings, at least to any length, we must necessarily limit our observations to those parts of it which are more immediately connected with our roads.

Three miles above Thomastown is *Mount Juliet*, the fine seat of the Earl of Carrick. Till lately, this beautiful demesne occupied both banks of the Nore for nearly a mile and a-half, the river, with its ample volume of waters, flowing proudly through the rich intervening valley. The mansion is on the right bank of the Nore: it occupies a fine site, on a high natural terrace, which rises quickly from the river, and commands the greater part of the beautiful wooded grounds of the demesne, and of the hills running from Thomastown to Brandon mountain. In the demesne are the ruins of Ballylinch Castle, which was long the residence of the Earls of Carrick, and on the rising grounds

to the east of the demesne, are the ruins of Legan Castle. Above, and adjoining *Mount Juliet*, are *Norlands* and *Annamult*. These beautifully situated residences are separated by the King's River, which flows through a pretty valley, before it mingles its waters with those of the Nore. These adjacent seats, while they together constitute a long range of sylvan scenery, add much to the beauty and interest of the Nore; which, as has been well said by Mr. Brewer, in his "*Beauties of Ireland*," here scarcely imparts more charms than it receives.

About a mile from Thomastown, on the road leading to Waterford, are the ruins of Jerpoint abbey. This venerable ruin, which ranks among the most interesting of our ancient ecclesiastical buildings, was founded by Donough, King of Ossory, and affords a fine example of the mixed Anglo-Norman and English styles of architecture. Among the more ancient tombs in the abbey, are those of the founder and his wife, of Lord James Butler and his wife, of the Lord of Legan and Carnay, and several others, who departed this life in the fifteenth and sixteenth centuries.

The abbey, in common with almost all our ruins, both military and ecclesiastical, has, even of late years, suffered much more from sordid havoc than from the inroads of time. A great part of the materials have been removed, either for the construction of farm houses, or for the erection of huts, as is the case here, against the very walls of the buildings. Near the abbey, is *Jerpoint House*, the residence of Mr. Hunt, and two and a-half miles west of it is *Flood Hall*, the seat of Mr. Flood. The village of Knocktopher, with its church, chapel, and demesne (five miles west of Thomastown), is a feature in the plain spreading far around. The latter, the residence of the proprietor, the

Rev. Sir R. Langrishe, Bart., is a place of long standing.

Below the town, and near where the Kilfane River falls into the Nore, is *Dangan Cottage*; and beyond it, on the road leading to Graig, are the ruins of Columbkil church. About two miles north of Thomastown, on the road leading to Gouran, are the demesnes of *Kilmarry* and *Kilfane*—the latter the seat of Sir John Power, Bart., the former, that of Mr. Bushe. The united plantations of these two beautifully situated residences, form a striking feature in the bleak and elevated country lying behind them; and the privilege which the public have long enjoyed, of walking through the finely-kept grounds, have been duly appreciated. About a mile to the north of *Kilfane* is *Summer-hill*, the residence of Mr. Davis.

Innistogue is romantically situated on the right bank of the Nore, about six miles below Thomastown, on the direct road to Ross; and the valley along which the river meanders is, perhaps, one of the most beautiful and most interesting portions, exhibited throughout its long and devious course.

The high pastoral and woodland banks, the lovely verdant meads formed by the graceful windings of the ample river, all tend to produce a succession of pleasing—of beautiful scenes; while the grey ruins of Grenane and Dysart castles rising in the centre of the narrow but verdant valley, impart to the whole a peculiar, and, at the same time, a very picturesque effect.

The neat little town of Innistogue chiefly consists of a small square, in the interior of which are rows of lime-trees. Vessels of 100 tons burthen sail up from Ross, and from the circumstance of its being the head of the navigable part of the Nore, some little business is carried on.

It contains a handsome church

and chapel in close proximity, and the former is incorporated with the picturesque ruins of an ancient abbey.

In the little inn, cars can be hired.

Woodstock, the fine demesne of Mr. Tighe, the principal proprietor of this immediate district, adjoins the little town. The mansion is large, and the gardens are fine. The woods are very extensive, extending for two miles up the right bank of the river, and reaching from the tide water to the summit of the bank—a height of 800 feet. This magnificent bank is best seen from the road leading from Innistogue to Ross, and the adjacent heights. Strangers are always admitted to this beautiful place.

The chain of hills which separates the plain of Kilkenny from the valley of the Suir, is crossed by the railway in its progress from Thomastown to Waterford. This chain extends from the valley of the Nore, on the east, to Slievenaman, on the west—a distance of twenty miles, and is locally, as well as topographically, known as the Walshe and Boolagh mountains: the latter lying to the west of the intervening and upland valley through which the railway runs, and attaining an elevation, as at Carricktriss, of 1,034 feet; the former lying to the east, and rising, as at Tory Hill, to 966 feet. And on leaving the Thomastown station the ascent to this upland valley commences, in which a good view of Jerpoint Abbey, and of the beautiful country lying around it is obtained; and as we ascend to the Ballyhale station, an extensive prospect is commanded of the whole of the central plain of Kilkenny.

Ballyhale is a considerable village, lying a little to the west of the station. It contains a church, chapel, and a respectable public-house, where cars can be obtained.

About a mile to the west of

Ballyhale, and near the village of Hugginstown, is the farm of Carrickshock, where, a few years ago, eighteen of the police, including the officer in charge, were massacred in endeavouring to serve a legal notice for the collection of tithes.

From the vicinity of the village of Luke's Well the surface of the country is agreeably varied by the valley running down to the Suir, through which the rivulet called the Blackwater flows, and the railway runs. This rivulet carries down to the Suir all the streams which issue from the uplands on either hand, and, as it proceeds, imparts considerable interest to the scenery. The country lying to the east of Mullinavat is agreeably diversified by Tory Hill, and the lesser summits lying around it, while on the west it is less interesting in a scenic point of view; but, on either direction, it is lamentable to see such extensive tracts of naturally good upland, as are here embosomed among the hills, under such miserable culture.

Tory Hill, from its conical shape and elevation, is a remarkable feature in the country around, and also conspicuous as a land-mark along the coast. It is easy of ascent; and those who are interested in the topography of the district can, from its summit, readily command a view of the hilly tract lying around its base, a considerable reach of the valley of the Suir, with its upland boundaries, as also the city, harbour, and coast of Waterford.

Before reaching Dunkitt, the junction point of the Waterford and Kilkenny and Limerick and Waterford railways, we pass the upper and lower hamlets of Kilmacow, and *Greenville House* and *Park*, the residences of Mr. Green and Mr. Flemming; and at Dunkitt, *Mullinabro*, the seat of Mr. Jones. On reaching the valley of the Suir, we leave the ruins of Grandison, or, as

they are now called, Graney Castle, about a mile to the right. They are picturesquely situated on the left bank of the Suir, near the Waterford and Carrick-on-Suir road. The castle is supposed to have been built by Pierce Butler, the eighth Earl of Ormonde, and lord deputy of Ireland in 1521; and it was taken by the parliamentary forces, under Colonel Axtel, one of Cromwell's officers.

From the towers and walls which remain, some idea can be formed of the importance of this place when entire and garrisoned as a fortress; and, even now, the extent of the ruins and their remarkable position on the banks of the Suir, render them a striking object in the general scenery. The Suir, which is here about four hundred yards in breadth, is seen winding through the rich valley for a considerable distance; and the traveller, keeping along its margin, and under the clay-slate rocks which constitute its banks, and, at the same time, constitute the rock of the country immediately around, reaches the terminus, crosses the wooden bridge, of 832 feet in length, and enters the city of

WATERFORD,

now the sixth town in the kingdom in point of population, containing 26,667 inhabitants, and the fifth in trade and commerce, returning two members to the Imperial Parliament, was founded by the Danes, about the latter end of the ninth century. Of the fortifications which surrounded the town, one tower, situated near the lower end of the quay, alone remains. It is circular, and in good preservation; and its history is thus briefly given in a tablet recently affixed over the entrance.

"In the year 1003, this tower was erected by Reginald the Dane—in 1171, was held as a fortification by Strongbow, Earl of Pembroke—in 1468, by statute 3rd of

Edward IV., a mint was established here—in 1819, it was re-edified in its original form, and appropriated to the police establishment, by the corporate body of the city of Waterford."

Having been the place where Henry the Second landed, when he came to take possession of the kingdom, as its rightful sovereign, by virtue of Pope Adrian's bull, Waterford was early distinguished by marks of royal favour.

From its situation and importance, the town soon became the centre of communication with England, as well as one of the chief places of trade in the kingdom. In 1185, John, Earl of Morton, son of Henry the Second, landed here as Chief Governor of Ireland, and was well received by the different chiefs; and, after his succession to the throne of England, he again disembarked here on his way to Dublin, and, during his stay, ordered a coinage to be issued of the same standard as England. It also appears that Richard the Second landed here with a large army in 1394, and again in 1399.

Distinguished as Waterford was by the repeated visits of the different sovereigns, and by its uniform loyalty and attachment to the English Government, it received in its various charters and other immunities many marks of royal favour. It had, however, its share of the calamities arising from the intestine feuds and civil wars that followed from the time of the English invasion by Henry II. to the abdication of the second James—and, "it is somewhat remarkable, that Waterford should be the place where the former made his first hostile landing in Ireland; and also, where the latter, for ever bade adieu to the kingdoms of his ancestors."

Waterford is situated on the estuary of the Suir, on the eastern confines of the county whose name it bears, and of which it is the chief

town. It is also watered by St. John's river, which falls into the Suir, on the south side of the town. The principal part is on the southern bank of the river; but it is connected with the suburb on the northern side, which is in the county of Kilkenny, by the wooden bridge of 832 feet in length and 40 in breadth, which is near the railway terminus. The town stretches along the south or right bank of the river for about a mile, and is generally about three quarters of a mile in breadth.

The principal and more modern streets are the Quay, the Mall, and several others adjoining, in which the best houses of the town are, and in which the principal trade, both wholesale and retail, is carried on. The public markets, however, are situated in the higher and older parts of the town; and there, and in the adjacent streets, no inconsiderable share of the retail trade is done. In the modern parts of the town, the streets are wide, airy, and the houses well built; but in the older parts, the streets are in many places irregular and narrow, the houses ill-arranged, and chiefly occupied by the poorer part of the population.

Of the ancient buildings, ecclesiastical and military, the only memorials are Reginald's Tower, already noticed; the fragments of the Dominican Friary, founded in the reign of Henry the Third, and a portion of the Franciscan convent founded about the same time by Sir Hugh Purcell, and now partly occupied by the Holy Ghost Hospital, and the ruins of the French Protestant Church.

The cathedral occupies the site of a church built by the Danes in 1096, and afterwards endowed by King John; and that venerable edifice stood till 1773, when the present church was erected. It is a spacious but very plain structure, and was partly built with the materials of the old church. It contains se-

veral monuments, among them are some that stood in the old cathedral; and of late, some interesting parts of the old building have been disclosed. The bishop's palace is close to the cathedral, as also the Deanery, and the Asylum for Clergymen's Widows. The other churches are St. Olave's and St. Patrick's.

Of the four R. C. chapels, the principal, or the cathedral, as it is generally called, is in Barron Strand-street. It is a spacious building, well fitted up in the interior; and, according to the plan, it is to be finished with a handsome exterior front in the Ionic order.

There are also meeting-houses for Presbyterians, Methodists, Independents and Quakers.

Among the various endowed schools, are the Blue-coat Hospital, for Protestant boys, founded and largely endowed by Dr. Foy, bishop of Waterford; the Blue-coat School for Protestant girls, endowed by Mrs. Mason and Mrs. Alcock; and the corporation school of St. Olave; the R. C. college of St. John's, for the education of young men for the ministry; the schools endowed by the late Mr. Rice, and superintended by the Christian Brethren; and the girls' schools under the superintendence of the nuns of the Presentation and Ursuline Convents.

The Society of Friends, who are here a considerable and highly respectable body of traders, have also a large school in the vicinity of the town; and in addition to the above there are the national, parochial, and other schools, for the education of different classes.

The principal hospitals are the Leper Hospital, founded and endowed by King John for the cure of leprous diseases; but it is now used as a general infirmary. The Holy Ghost Hospital founded in 1545, by Patrick Walsh, on the site of the Franciscan, or Gray Friars' Convent, for the sick and impotent;

and the Fever Hospital, established in 1799, and said to be the first of the kind erected in Ireland. The Union Workhouse is a large building of its class; and together with the Leper Hospital, convents, and several of the buildings we have referred to, is beautifully situated on the rising grounds in the southern suburbs. The Artillery and Infantry Barracks—the latter capable of containing a regiment—occupy the higher grounds lying to the west of the town.

With the exception of the Court-house, which is a fine structure, Waterford can boast of very few public buildings. The county and city gaols present nothing attractive in their architecture, nor does the town-hall, which contains under the same roof a public hall or exchange, and a large ball-room.

This place has never been celebrated for its manufactures, and the only branch in which it ever excelled is glassmaking, now carried on in a very limited way. The export of live stock and agricultural produce, and the import of all the commodities necessary to the supply of the town and surrounding country, form its principal trade. A good deal of business is still carried on in what is termed the provision trade; and of late years ship-building has increased. In regard to the shipping, with the exception of the coal and timber trade, the principal traffic is carried on in steamers of a superior class, sailing several times a week to Liverpool and Bristol.

The Chamber of Commerce is in King-street; and in the same building, which is large and commodious, are the office of the harbour commissioners, pilot office, news-room, library belonging to the Waterford Institution, and the savings' bank.

There are branches of the bank of Ireland, Provincial and National Banks, in the town. The principal inns are Dobbin's Commercial Hotel, on the Mall, a very large

commodious house, and Cummins' Commercial Hotel, on the quay. At both of these houses good post-horses and carriages can be hired.

There is no quay in Ireland to compare with that of Waterford. It is a mile in length, and generally about 900 feet in breadth, with sufficient depth of water to allow vessels of 800 tons burden to discharge their cargoes; and although it is twenty miles from the mouth of the estuary, vessels can enter or leave it at any time of the tide. Along the southern side of the quay, the vessels lie, in taking in or discharging their cargoes; and parallel to the quay is the wide street which takes its name and in which the principal commercial business of the city is carried on. On the northern side of the river, the suburb of Ferrybank, in which are the principal ship building yards, extends for a considerable distance; and the bank, rising to a considerable elevation behind the suburb, is adorned with handsome villas, and their accompanying plantations.

All these, as seen from the bridge—the river—the shipping—the old town on the one hand, and the villa-covered banks on the other—constitute a scene of no ordinary description. Above the bridge, the quay has also been carried for a considerable distance along the base of the hills, rising boldly from the water's edge, and the ample river, which is navigable to Clonmel, a distance by water of about thirty-four miles, is seen winding between the softly-rounded headlands.

To obtain a general view, however, of Waterford, the river, and the adjacent country, let the traveller ascend the hill which rises abruptly to a considerable height on the north or Kilkenny side of the river, and above the suburbs of Ferrybank. From various parts of the ridge, the city, with its steeple and towers is seen, rising along the

heights in all that picturesque irregularity for which the older towns are remarkable—the quay and the bridge are presented in their best points of view—the windings of the Suir for a considerable distance, above and below the town, can be traced—as also a great extent of the rich plain through which it flows; and a long range of country lying to the west, terminated by Slievenaman and the mountains of Commeragh, is subjected to the view.

From the right bank of the river above the town, which also rises abruptly from the water's edge, and likewise attains to a considerable elevation, extensive views are also obtained of the upper reaches of the Suir, of those parts of the counties of Kilkenny and Waterford lying along; and, generally, of that part of the rich valley of the Suir, and of the hills which limit it.

The most interesting part of the suburbs of Waterford is on the left bank of the river opposite to and below the town. Among the numerous villas which adorn these banks, and add so much to the scenery of the town, are *Sion Lodge*, *Rocks-shire*, Mr. Morris; *Belmont*, the seat of Sir H. W. Barron, Bart.; *New Park*, the seat of the late Sir John Newport, Bart.; and *Killapsy*, the residence of Mr. Sherlock. On the same, or Kilkenny side of the Suir, and about half a mile below the bridge, are the church and chapel of Ferrybank; and, at three miles, are the villas of *Prospect* and *Springfield*, adjoining which is *Belle-vue*, the finely-situated seat of Mr. Power. At four miles is *Snow-hill*, the seat of Mr. Power; close to which is the remarkable breccia rock of Garraunbawn, where mill-stones are obtained.

On the right bank, or Waterford side of the river, below the town, at one and a-half miles, and prettily situated on the Suir, is *May Park*, the residence of Mr. Meara; near

which is *Belmont*, Mr. Roberts; and, at two miles, on the road leading to Dunmore East, are *Mount Pleasant*, Mr. King; *Granstown*, the Rev. M. Reynett; and *Ballynakill House*, Mr. Power. The little island, which is two miles from the city, is in extent 290 statute acres, and is completely isolated by the Suir. It contains a small inhabitable castle, built in the sixteenth century.

No. 13.— DUBLIN TO CLONMEL—BY RAIL.

FIRST ROAD, BY KILDARE, CARLOW, KILKENNY, AND WATERFORD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clonmel.
1 Dublin,	—	—	136½
22 Dunkitt Junction, as in No. 12,	—	109½	27
23 Fiddown and Portlaw,	9	118½	18
24 Carrick-on-Suir,	4½	122½	13½
25 Kilsheclan,	7½	130½	6
26 Clonmel,	6	136½	—

The valley of the Suir, from Waterford to Clonmel, is remarkably fertile, well defined, and surpassingly beautiful; and when commanded from the more salient points of its elevated banks, conveys to the mind more of the nature of the valley, than any other similar part of Irish scenery: besides, it is only from the higher points that the long and graceful windings of the fine river can be distinctly traced, and that the outlines of the mountains which, in several places, rise high above its banks can be clearly seen. The northern boundaries of this, the richest and finest of all our valleys, are the hills which spring from the Nore, near Innistigue, and thence run westerly to Slievenaman, and the southern are the heights which first assume a defined shape near the city of Waterford, and thence extend to the Commeragh mountains at Clonmel.

From the more elevated portions of the railway, between Dunkitt and Fiddown, the nature and culture of this rich portion of the valley of the Suir can be readily traced.

Fiddown is remarkable as the point up to which the larger vessels sail from Waterford, where they deliver their cargoes, and where the only bridge, between Waterford and Carrick, crosses the Suir, consequently, as the connecting link between considerable tracts of country: the wooden bridge which here spans the Suir, including the island of Fiddown, being 1320 feet in length.

Fiddown is also remarkable in the scenery of the valley—there the right banks of the Suir rise boldly from the river to a height of 800 feet, and there the woods of *Mount Bolton*, adorn their base, while those of *Curraghmore* crown their summit.

At Portlaw, which is on the opposite side of the river, in the county of Waterford, and three and a-half miles from Fiddown, is the largest cotton-spinning and weaving factory in the south of Ireland—that of Messrs. Malcolmson, where upwards of 1,000 people are constantly employed.

The village, which is principally inhabited by the people employed

in the factory, contains the parish church, a handsome modern structure in the old English style, a R. C. chapel, and a Presbyterian meeting-house, with several schools, a dispensary, &c.

In the town are the houses of the proprietors of the factory, Messrs. *Malcolmson and Shaw*; near it *Rockett's Castle*, the residence of the Rev. John Medlicott; and adjacent is *Curraghmore*, the seat of the Marquis of Waterford. This demesne, which contains upwards of 4,000 acres, is one of the largest and finest in the United Kingdom. Its forests covering the higher summits—its highly diversified surface—its lengthened valleys, through which the Clodagh river runs for three miles—its lofty hills, bounded by the still higher mountains, give it an air of grandeur, while its natural beauties are heightened by the rich verdure of its pastoral acclivities. Its gardens are in keeping both in extent and style, and all is rendered accessible by drives and walks which traverse the grounds in every direction.

The mansion is a large plain structure attached to the keep of the ancient castle of the Le Poers, and the stables form a spacious and elegant court-yard, through which the entrance front is approached. In the woods, which contain upwards of 2,500 acres, are some of the largest Scotch firs in the kingdom.

Piltown, which adjoins *Bessborough*, the seat of the Earl of Bessborough, is about two miles from Fiddown. It is a village of about a quarter of a mile in length, containing a limited number of cottages, with neat shrubberies in front, the whole having a very pleasing appearance; and what is of more importance, the state of the cottages is a convincing proof of what may be done in the improvement of the habits and comforts of the peasantry by care and attention on the part of the proprietor. It

contains a church, R. C. chapel, and a small inn, kept by Mr. Anthony, who possesses a considerable collection of Irish antiquities.

Bessborough, the fine seat of the Earl of Bessborough, adjoins the town. The demesne, which is flat, partakes of the great fertility of the valley; and among the old trees of the park we may refer to an ash, perhaps the largest and finest in Ireland. The mansion is a large Italian structure, and contains a good collection of paintings. *Bel-line*, the residence of his lordship's agent, adjoins *Bessborough*; and in the vicinity are *Willmount* and *Fanningstown*, and several other villas.

Carrick-on-Suir is beautifully situated at the head of the estuary of that fine river, which, by the recent improvements, is navigable for barges of considerable burthen up to the town. It is also on the confines of the counties of Kilkenny, Waterford, and Tipperary, but the principal part of the town is in the latter county, the suburb of Carrickbeg only being in the county of Waterford.

The town principally consists of one long street, from which three smaller ones diverge northwards to the fair-green. The small cavalry barrack is now occupied by a detachment of infantry. The town contains the usual places of worship; and there are also a monastery of the Christian Brotherhood, and a convent for Presentation nuns, a court-house, fever-hospital, dispensary, union workhouse, &c.

The woollen manufacture, which was established here by the great Duke of Ormonde, and continued to flourish till the end of the last century, has dwindled down to a very limited trade. The shipment of corn, butter, and other agricultural produce, is extensive. But the town, generally speaking, is in a very dilapidated state.

Carrick formed part of the possessions of the Butlers, whose cas-

tle, built in 1309, and still in the possession of the noble house of Ormonde, is a fine feature. The castle is on the right bank, or county Waterford side of the river, where there is also a R. C. chapel, near the site of the Franciscan friary.

The environs of Carrick are extremely beautiful; indeed, there are few richer, or more charming prospects anywhere than that which the valley of the Suir presents from the heights over Carrickbeg, particularly from the summit of the hill over which the road is carried to Dungarvan.

About two miles above the town, and finely situated on the right side of the river, is *Coolnamuck*, the seat of Mr. Sadlier. This demesne, which has been in the possession of the Walls, since the reign of Henry II., up to 1852, is remarkable for the growth of the Scotch fir, and for the excellent quality of its timber. The trees are indigenous, attain to a great size, and are as eagerly purchased as the same kind of timber which is imported from the north of Europe, and found to be equally durable. In the demesne are the ruins of Tobberavalla Castle. A little above *Coolnamuck*, and also on the Waterford side of the river, are *Churchtown* and *Glenlodge*—the latter the residence of Mr. Galway.

A mile below the town, in the county of Tipperary, is *Tinvane*, the residence of Mr. Briscoe; one mile above the town, on the road leading to Kilmaganny, is *Mount Richard*, the residence of Mr. Power; at two miles, *Cregg*, Mr. Lalor; and at three, *Castletown*, the fine seat of the Hon. Wm. Stuart.

Beautiful as the valley of the Suir is throughout its course, there is no part of it to be compared with that lying between Carrick and Clonmel. The valley gradually narrowing, and becoming more defined—the banks no longer partaking of the character of detached

hills, but blending on either side with the mountains,—the bolder forest and moorland scenery succeeding to the tamer cultivated slopes of the lower reaches—the fertile and more diversified surface, and the numerous old castles and modern seats we pass on either hand, as we sweep along the gay, sunny valley to Clonmel, all unite to render it, not only the most interesting part of the Suir, but one of the most delightful parts in the kingdom.

From many parts of the railway, the Commeragh mountains on the east, or Waterford side of the river, and the mountain of Slievenaman on the west, or Kilkenny side, with the extensive woodlands along their base, are advantageously seen, as is also the beautifully varied fertile surface lying between these mountain ranges. From the Kilsheelan station and onwards, charming views are obtained, on the one hand, of the woods of *Gurteen*, the fine seat of Mr. Power, and on the other, of the beautiful lands lying along the base of Slievenaman.

At about three miles from Clonmel, we cross the river Anner, close to which is *Newtown Anner*, the fine seat of Mr. Osborne, and *Castle Anner*, the residence of the Rev. N. H. Mandeville.

CLONMEL,

the assize town for the south riding of Tipperary, returning a member to the Imperial Parliament, and one of the largest and most important of our inland towns, is situated on the Suir—here separating the counties of Waterford and Tipperary, the town, however, being almost exclusively in the latter county.

According to Archdall two religious houses, a Dominican and Franciscan, were founded here about 1250. Of the walls which enclosed the older parts of the town, hardly

any remain. Some of the towers, however, by which they were defended still exist near St. Mary's churchyard; and of the four gates, one still remains—it has been lately repaired, and is a feature in the centre of the present town. Near the eastern end of the town are the ruins of the church of St. Stephen, and in the southern suburbs are those of the church of St. Nicholas.

It appears that Clonmel had also its share of the civil wars that desolated the country. In 1516 it was besieged and taken by the Earl of Kildare; and in 1650, it surrendered to Cromwell's army, after a long and gallant defence made by Hugh O'Nial, who commanded the garrison.

The church of St. Mary is an ancient building, with an octangular embattled tower eighty-four feet in height. It is to be regretted that in repairing this venerable structure the original style of its architecture has not been maintained. There are some interesting monuments in the church, as well as in the extensive cemetery that surrounds it. The other places of worship are of modern date. They consist of two R. C. chapels; two Presbyterian meeting-houses—one, the Scots church, the other Unitarian; two Methodist meeting-houses—Primitive and Wesleyan; with places of worship for Baptists and Quakers.

There is a large and well-endowed grammar-school, founded in 1685, which is still well attended; with various others for the humbler classes, in addition to those in immediate connexion with the respective places of worship.

As the principal town for the south riding of the county of Tipperary, Clonmel contains a large court-house, gaol, and all the other municipal offices appertaining to an assize and large corporate town. It also contains a large district lunatic asylum, union workhouse, infirmary, fever hospital, dispen-

sary, and various charitable institutions.

The artillery and cavalry barracks are at the eastern entrance to Clonmel. The large distillery is at *Marlefield*, about a mile and a half to the west of the town; and Mr. Malcolmson's cotton factory, and the various large flour mills for which Clonmel is so remarkable, are near the river banks in and below the town. The Bank of Ireland, the Provincial, and National Banks have branches here. There are two newspapers in the town, published twice a week. The shops are numerous and respectable; and a very extensive trade is carried on in grain, and in the other agricultural produce of the district.

Clonmel, from its situation at the head of the Suir navigation, is the medium through which the corn and provision trade is carried on between this fertile part of the country and England. There are generally about 120 lighters, of from 20 to 50 tons burden, employed in the trade of this place; and many carriers are engaged in the transit of flour and other goods for many miles around. The trade of the town, which is extensive, would be much benefited by deepening and otherwise improving the navigation of the river down to Fiddown. At present the river between Carrick and Clonmel is ill-suited to the purposes of navigation.

The principal street of Clonmel is spacious; it is more than a mile in length. Many of the other streets are regularly built; and, generally speaking, there are here fewer of the narrow, filthy lanes, with their never-failing concomitants, misery and want, than are usually to be met with in our larger towns. The principal inns are the Globe and Hearn's Commercial Hotel.

The scenery around Clonmel is very striking. On the Waterford side of the Suir, the Munavullagh and Commeragh mountains

rise quickly from the river to a height of 1,750 feet (Knocknafrian, one of the highest of the Comeragh mountains, which is about 10 miles from Clonmel, rising 2,478 feet above the sea), and the acclivities along the front of the range are either cultivated or planted as high as there is soil to be found. On the north side of the town the surface is undulating and fertile; but on the north-east, at about four miles from the town, Slievenaman rears its domical summit to a height of 2,362 feet above the level of the sea. This mountain, from its almost isolated position, is a very remarkable object in this part of the kingdom. On the east, it connects with the long range of hills called the Booley mountains; and on the other points it rises boldly from the adjacent flat and rich country. The ascent is easy, and from its isolated position the prospect from its summit are probably among the most extensive in Ireland, embracing a great expanse of the country lying around it.

The principal seat below Clonmel, on the Waterford side of the river, is *Gurteen*, Mr. Power's, which we briefly noticed in connexion with Kilsheelan. This demesne embraces the greater part of the woods which adorn the hills on that side of the river, the other woods being part of the estates of the Earl of Glengall and Mr. Congreve. These woods, together with those of *Coolnamuck*, noticed in connexion with Carrick-on-Suir, form the range of forest which cover the hills on the right side of the Suir for ten miles.

The house at *Gurteen* is commodious; in the demesne are the extensive ruins of a castle, commenced some years ago; and a large almshouse, endowed by the grandfather of the late proprietor, occupies a conspicuous site on a spur of the hill. The grounds, which are very extensive, afford magnificent views of Slievenaman,

and of the wooded hills on the right side of the river.

Among the numerous small castle ruins which are on this side of the river, and below Clonmel, we may notice those of Kilgainy, Kincor, Derrinlaur, Ballyclohy, and Toberavalla.

Opposite *Gurteen*, on the left bank of the Suir, is the village and church ruins of Kilsheelin; and two miles below it, and also on the left side of the river, are the ruins of Pouלקerry Castle, and *Ballydine*, the residence of Captain Power.

A very agreeable summer road runs along the Waterford side of the river from Clonmel to Carrick; and from it, various roads branch off through the lateral glens to the Comeragh and Munavullagh mountains. Among the more interesting of these branch roads, is that running through the beautifully wooded Glen Patrick. This glen is about seven miles from Clonmel, and contains slate quarries, which were lately worked to some extent.

From the cultivated heights, rising immediately over Clonmel, good views are readily obtained of the town, river, valley, neighbouring hills, and country around; and from the higher summits, the general outlines and bearing of the Comeragh and Munavullagh mountains, as also of Slievenaman, and the hills with which it is connected; and generally of the bearings of the Knockmealdown and Galty ranges can be easily ascertained.

Though, in general terms, the Comeragh and Munavullagh mountains occupy an area of fifty square miles, in their elevation range from 1,000 to 2,669 feet above the sea, are intersected by various glens and valleys, through several of which roads are carried, yet the scenery, for so extensive a mountain district, is tame and monotonous. The summits are in many places rocky, in others covered with peat; but there is generally good pasturage in the

glens, and along the mountain sides. The Commeragh mountains on their southern sides assume more varied, more precipitous, and more picturesque outlines; these we shall notice in connexion with the adjacent roads.

From one to two miles to the north-east of the town are *Mylers-town*, *Redmondstown*, *Annerville*, and *Anner Park*, the latter two adjoining *Newtown Anner*, the fine seat of Mr. Osborne. A little to the north of *Newtown Anner*, is *Castle Anner*, the residence of the Rev. N. H. Mandeville. All these places are named from their contiguity to the river Anner, here falling into the Suir. Below Clonmel, on the Waterford side of the river, are several very handsome modern villas, occupied by the merchants and traders of the town.

On the banks of the Suir, above Clonmel, is *Marlefield*, the seat of Mr. Bagwell. This demesne occupies a considerable extent of the grounds on both sides of the river. The mansion is on the left bank of the Suir, and the precipitous hills forming the right bank, clothed with firs, add much to the beauty of the environs of the town.

Marlefield distillery is a little above the demesne of *Marlefield*; close to which is *Oaklands*, the residence of Colonel Phipps. At two and a-half miles west from the town, on the road leading to Cahir, is *Barne*, the handsome seat of Mr. Moore; and near it is *Woodroffe*, the beautifully-situated residence of Mr. Perry.

In the northern vicinity of the town are *Haywood*, Mr. Ryall; *Glenconner*, Mr. Bagwell; and *Summerville*, Mr. Bradshaw. On the road leading to Cashel, and at two and a-half miles from the town, is *Rathronan*, the seat of the Viscount Gough; and at five miles, *Knockevin*, the seat of Baron Pennefather.

Knocklofty, the seat of the Earl of Donoughmore, is situated four

and a-half miles above the town, on the left bank of the Suir. The house is a plain structure, but it is delightfully placed on a high, naturally-formed terrace, rising over the river; and the rich and beautifully varied grounds of the park are adorned with fine old trees. The plantations of the demesne adorn the left bank of the Suir for a considerable distance above and below the house. On the opposite side of the river is *Kilmanahan Castle*, charmingly situated, and, till lately, the seat of Mr. Green.

The village of Ardfinnan is about four miles above Knocklofty, and also on the left bank of the Suir. It takes its name from St. Finian, who founded an abbey here about the latter end of the sixth century. Close to the town, on a precipice overhanging the river, are the picturesque ruins of Ardfinnan castle. This fortress is said to have been built by King John, when Earl of Morton, in 1184, and afterwards belonged to the Knights Templars. The keep, which has lately been repaired, and is now inhabited, still forms a remarkable feature in the beautiful country lying around. A little beyond the village, on the road leading to Clogheen, are the interesting ruins of Lady's Abbey.

The Suir runs through a rich valley above and below Ardfinnan. At three miles below the village the Suir is augmented by the Avon-Tar; at five miles it receives the Nire, the carrier of the waters brought down by the numerous streams which furrow the southern acclivities of the Commeragh mountains.

At Ardfinnan may be said to commence the valley which lies between the Knockmealdown and Galty mountains: the latter range bounding it on the north; the former, together with the Kilworth mountains, limiting it on the south. This valley reaching from the village of Ardfinnan to the village of Kil-

dorrery; is about 25 miles in length, and five miles in its average breadth. It is generally rich though variable in its surface, as well as in the nature of its soil. The rock of the valley is limestone; that of its boundary mountains on either side, sandstone and clayslate. The débris from the mountain sides has covered the surface lying along their base to a considerable extent; but the soil is highly improvable by trenching and suitable culture, and such

portions of it as have been properly treated, yield excellent crops.

The beautiful part of the Suir lying above Ardfinnan will be noticed in connexion with Caher.

From the higher part of the road leading from Clonmel to Caher, as well as from all the more elevated grounds lying to the north of the town, beautiful views are obtained of the very fertile, undulating country lying around, and of the fine mountain scenery by which it is encircled.

No. 14.—DUBLIN TO CLONMEL, BY RAIL.

SECOND ROAD, BY KILDARE, WATERFORD AND LIMERICK JUNCTION, AND CAHIR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clonmel.
1 Dublin,	—	—	134½
18 Limerick and Waterford Junction, as in No. 10,	—	107	27½
19 Tipperary,	2½	109½	24½
20 Bansha,	4½	114½	19½
21 Caher,	9	123½	10½
22 Clonmel,	10½	134½	—

The country through which this portion of the Limerick and Waterford Railway lies is singularly varied, very fertile, and also very remarkable, from the charming views it affords of the four fine inland mountain ranges, which add so much to the interest of this district—namely, the Galty, the Knockmealdown, the Commeragh, and the Slievenaman Mountains, with their lovely intervening valleys; and these grand features are successively referred to, in their natural order, in this and the road immediately preceding.

The town of Tipperary, which is about three miles from the Limerick Junction station, is beautifully situated near the base of the Slievenamuck hills—the range which forms

the northern limits of the fine Glen of Aherlo, and is watered by the Arra, one of the Suir's numerous tributaries. In point of extent and trade the town is on a par with Thurles, and from its central situation between the towns of Limerick and Clonmel, together with the rich and beautiful surrounding district, presents many inducements to improvement. It contains a handsome church, a large endowed school, Presbyterian and Methodist meeting-houses, a R. C. chapel, and the usual offices common to a large country town; and, at Dobbyn's comfortable hotel, good post-horses and carriages can always be obtained.

The centre and finest part of the glen of Aherlo may be reached at four miles from the town, by the road

which crosses the Slievenamuck hills. The ascent, which is not difficult even for a carriage, affords a prospect of the country around; and the view of the glen, which is seen in all its length and in all its breadth from the summit and from the descent, is magnificent.

The glen, as it is usually called, but which, with more propriety, might be termed the Vale of Aherlo, is about eight miles in length, and on an average two miles in breadth. It is bounded on the south by the Galty mountains, which rise to an elevation of 3,008 feet; and on the north, by the Slievenamuck, or Tipperary hills, which attain to a height of 1,215 feet. Though possessing none of the wildness and sublimity peculiar to the glens in more extended mountain districts, it has a surpassing richness and grandeur, arising from the fertility of the valley, the verdant slopes and towering outlines of the Galty mountains, and from the prolonged woodland scenery of the Slievenamuck hills. The glen is watered in its whole length by the Aherlo river, in its progress to the Suir; and ornamented by the plantations of the principal residences which are on the north or Tipperary side of the glen. At the upper and near the village of Galbally, are *Riversdale*, the residence of Mr. Massey; *Stagdale*, that of the Hon. G. Massey; and in the centre of the glen, is *Ballinacourty*, the fine seat of Mr. Massey Dawson, the principal proprietor.

In addition to the mountain scenery, the country around the town of Tipperary is fertile, and beautifully diversified.

The country and principal seats on the north side of the town we have already noticed in connexion with the railway to Cork.

Through the singularly and romantically diversified fertile country, which lies along the base of the Slievenamuck hills, the railroad

sweeps from Tipperary to Bansha, passing *Springhouse*, the prettily situated demesne of Mr. Lowe. The hamlet of Bansha, adjoining which is the station, is situated at the eastern termination of the Slievenamuck hills. Close to the hamlet, are *Bansha Castle*, Mr. O. Ryan, *Aherlo Castle*, the residence of Mr. Butler, and *Lismacue*, the seat of Mr. Baker.

Proceeding to Caher, the lower part of the Glen of Aherlo is crossed, whence a view of the glen, with its grand mountain boundaries, is obtained; and, though its lateral limits from this part of the view are greatly dilated, yet they are still sufficiently marked, to enable the tourist to form a pretty correct idea of the entrance to this but too little known portion of the country. As we cross the mouth of the glen, *Ashgrove* and *Maquire's Castle* are seen—they are only remarkable from their elevated site, and their accompanying plantations. Close to the railroad, and about three miles from Bansha, *Kilmoyler*, the seat of Mr. O'Meagher, is passed.

In the rich, elevated, and prettily varied country, which stretches eastwards to Cashel, at about a mile from the line of rail, and three from Caher, are the conspicuous moat, church, and castle ruins of Knockgraffan. On the south side are the singularly romantic hills which lie along the eastern termination of the Galty mountains, through which our line progresses to

CAHER,

situated near the commencement of the rich tract of table land, which lies between the Galty and Knockmealdown mountains, and watered by the Suir, here a fine river, flowing through it.

The present town owes its rise to the late Earl of Glengall, and has been enlarged and greatly improved by the present earl. Caher, however, is of high antiquity, and it ap-

pears that a castle was built here prior to the year 1142, by Connor King of Thomond; and in the reign of John, Geoffry de Camoell founded an abbey, of which there are still some remains. The manor was one of those belonging to the Butler family, and in the reign of Elizabeth, the castle was besieged by the Earl of Essex, with the whole of his army, when the garrison, encouraged by the hostilities then waged by the Earl of Desmond, held out for ten days, but was compelled to surrender. In 1647, this fortress was invested by Lord Inchiquin, and, notwithstanding its great strength, surrendered in a few hours, after some of its outworks had been gained by the assailants.

Caher Castle, the old seat of the Butlers, is in the town. It is in good preservation, and, occupying the summit of an isolated rock, which rises over the left bank of the Suir, is a highly interesting and picturesque object. The church, chapel, schools, bridewell, and sessions-house, all appropriate buildings, suitable in their different styles to their various uses, and occupying conspicuous sites around, have also a good effect, and at the same time, evince the interest which the noble proprietors, the Earls of Glengall, have taken in the improvement of the town.

A considerable trade is carried on in the purchase of corn, and in the manufacture of flour; and in the weekly markets and numerous fairs, a good deal of business is transacted. In addition to the public institutions we have noticed, there is a dispensary and a fever hospital, and, at one mile from the town, the large barrack, capable of containing a regiment of cavalry. There is a comfortable hotel, where post-horses

and carriages can always be obtained. There are many inducements to tourists to sojourn a few days here, such as the rich and beautiful country lying around the town, the Galty and Knockmeal-down mountains, Glen of Aherlo, the Caves of Mitchelstown, the river Suir, which is very interesting for several miles above and below the town, &c. The mansion of the Earl of Glengall is in the town; and the beautiful and finely wooded park which constitutes the demesne, embraces both sides of the Suir for two miles below it.

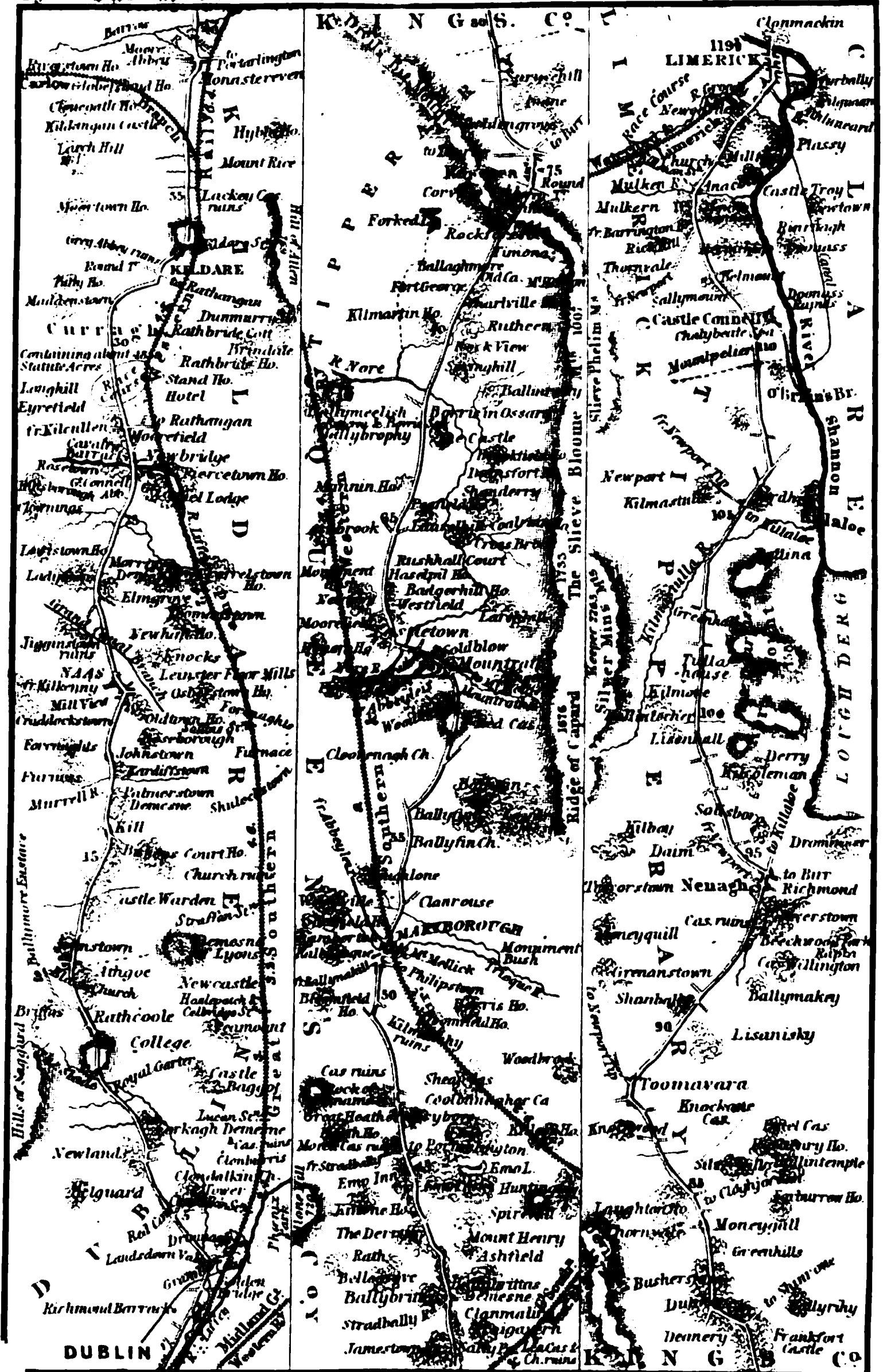
Immediately above the town are *Caher Abbey*, Mr. Grubb; and *Altavilla*, Mr. Going. At two miles, on the road leading to Cashel, is *Killemlly Lodge*; and at five miles, the hamlet, church, and parsonage of Newinn, around which are *Hymenstown*, *Garrinlea*, and *Boytonrath*; and at two miles *Rockwell*, and several other villas. *Loughloherly House* and *Castle* ruins, Mr. Quin, lie about two miles to the east of the town; and on the banks of the Suir, between *Caher Castle* demesne and Ardfinnan, are *Ballybrada*, *Garnavilla*, and *Rochestown*, the latter the seat of Mr. Barton.

From the fine railway bridge crossing the Suir, adjacent to the Caher station, the tourist obtains interesting views of many of the more remarkable features of the town, to which we have just referred, and also of the surrounding hills; and from various parts of the line between Cahir and Clonmel, the Knockmealdown and Commeragh mountains, with their intervening valleys on the one hand, and the waving, fertile country on the other, are beautifully exhibited. The town and vicinity of Clonmel we have noticed under the preceding road.

DUBLIN to LIMERICK.

By Road 119 1/2 St. Miles

By Rail 129 St. Miles



No. 15.—DUBLIN TO LIMERICK, BY RAIL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Limerick.
1 Dublin,	—	—	129
18 Limerick and Waterford Junction, as in No 10,	—	107	22
19 Oola,	4	111	18
20 Pallas,	4	115	14
21 Dromkeen,	3	118	11
22 Boher,	3	121	8
23 Killonan,	3½	124½	4½
24 Limerick,	4½	129	—

Though the country travelled through from the above Junction to Limerick is, generally speaking, flat and sadly neglected, yet it is naturally very rich, and susceptible of much remunerative improvement. It forms the eastern part of the great fertile plain of Limerick, which, probably, for its extent, is at once the richest and most neglected grazing tract in the empire. The scenery of the district, however, is neither devoid of interest nor of beauty—on the east, the Slieve Phelim mountains exhibit a long array of high and domical summits, of which the lofty Keeper seems the axis; on the north, the more diversified conical outlines of the Slieve Bernagh range, group around the foot of Lough Derg, and thence, in a lower, but continuous ridge run westwards to the ocean. On the west, and adjacent to the railway, are the elevated lands around Cahirconlish—certainly the richest, if not the loveliest group of pastoral hills in Ireland—such are the limits of this part of the plain.

Close to Oola station, is *Castle Lloyd*, and at three miles to the west, among the verdant and fertile hills to which we have just referred, is *Derk*, the beautifully situated residence of Mr. Considine. Near to Pallas station, are the ruins of Kilduff castle, and *Sunville*, the resi-

dence of Mr. Kearney; at two miles to the east, is Castle Garde, and at four miles, the village of Doon, with its church and chapel. The hamlet of Pallas, in which are a church and chapel, lies about a mile to the west.

About a mile beyond the Pallas station, *Linfield*, the seat of Mr. O'Grady, is passed. This place is remarkable in the country, from the façade of columnar trap-rock, which is immediately behind the house, the pillars of which are seen through the trees of the lawn.

About two miles to the west of the Dromkeen station is *Towerhill*, the seat of Mr. Lloyd; the village of Cappamore being four miles distant in the same direction. About two miles from the village, and considerably elevated among the acclivities of the Slieve Phelim mountains, is *Bilboa*, the lodge of the Earl of Stradbroke, to whom a considerable extent of the mountain range belongs.

The village of Cahirconlish lies a little to the west of Boher station. It was formerly a walled town, containing four castles and a college, every vestige of which has long disappeared, and the site of the latter is only known, from a field still retaining the name of the College Field. William the Third encamped here on his way to Limerick, as did also General de Ginckle in the following

year. Near the village, is *Cahirconlish House*, the seat of Mr. Wilson. The country around the village is highly diversified and fertile, and the beautiful pastoral hills stretch across from the vicinity of the village to the western plain of Limerick.

Abington House, village, and church lie about two miles north from the Boher station, the hamlet of Moroe being four miles. Adjoining the latter is *Glenstal Castle*, the seat of Sir Mathew Barrington, Bart. The castle occupies an elevated site on the acclivities of the Slieve Phelim mountains, and commands an extensive prospect, including the plain of Limerick, the mountains, and country around. The demesne of Glenstal now includes the romantic glen of Belvidere, and the beautiful deer park of Capercullen.

LIMERICK,

the chief town of the county whose name it bears, is situated near the head of the estuary of the Shannon, and about eighty miles from the Atlantic. It is, in point of population, trade, and commerce the fourth town in Ireland, containing a population, according to the census of 1851, of 55,268. Exclusive of the numerous flour mills, distillery, and breweries in the vicinity of the city, its manufactories are very limited; they chiefly consist of cotton spinning, blonde, and lace; but it has a large export trade in provisions and agricultural produce. Its imports include all the various articles of merchandise requisite for the supply of the city, and the thickly inhabited and fertile districts of country by which it is surrounded. Vessels of 1,000 tons can approach within five miles of the city, and those of 400 can unload at its quays; and by the inland navigation of the Upper Shannon, it commands a water communication with Dublin, and all the country

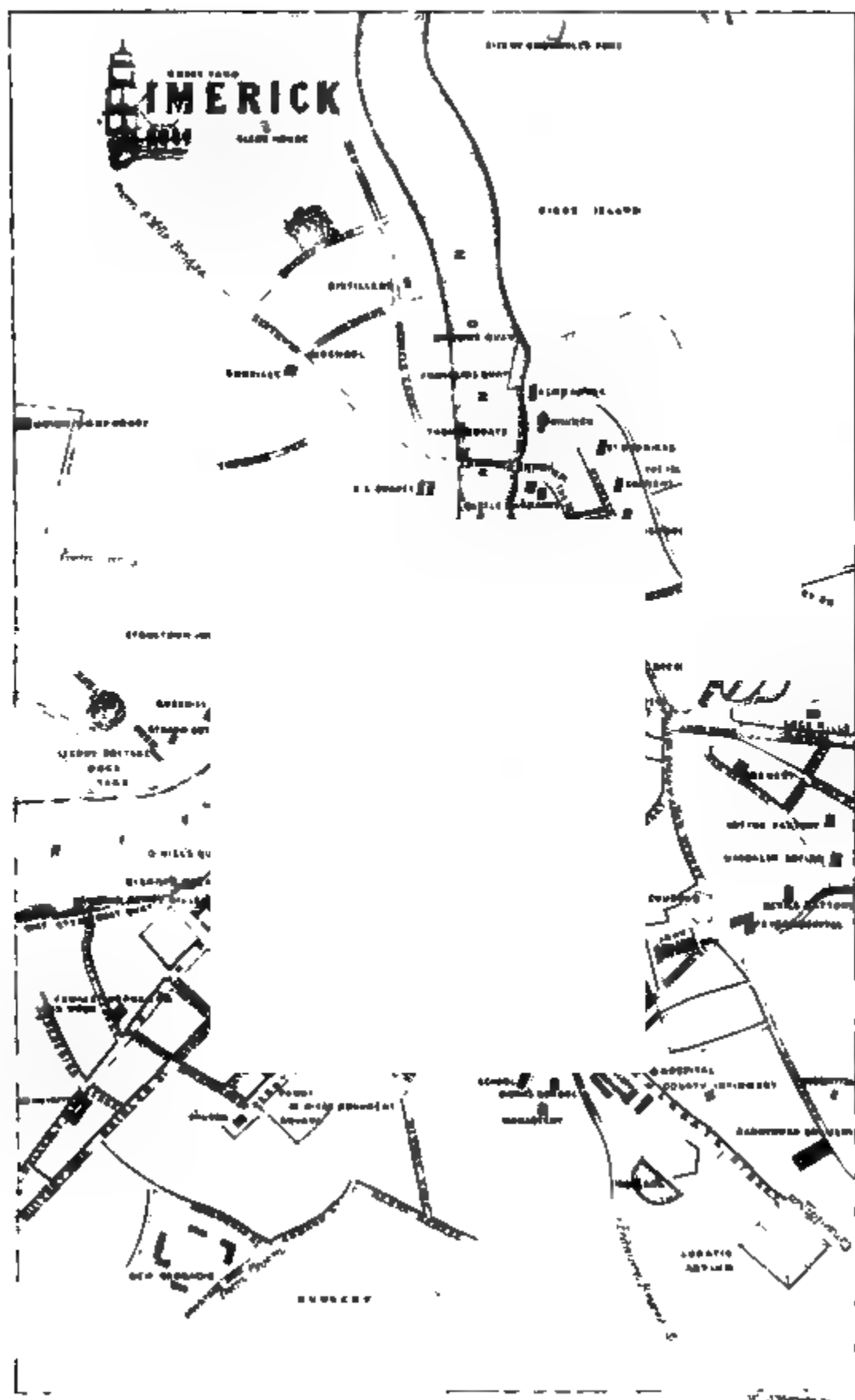
along the course of that river, a distance, exclusive of the Lower Shannon, of about 230 miles. A large sum has been granted by parliament for the construction of docks, and for improving the navigation of the whole course of the Upper and Lower Shannon.

These extensive and highly important national improvements are nearly completed, and will not only add to the commerce of Limerick, but generally to the improvement of the kingdom, and particularly to the country in connexion with the river.

Like all our older towns, Limerick lays claim to high antiquity, and is said to have been of some importance so early as the fifth century. It appears to have been in the possession of the Danes for a considerable period, as also in the hands of the O'Briens, kings of Munster, before the first hostile landing of the English in 1170. Its more remarkable antiquities, however, are the old cathedral, founded in 1180, and re-edified in 1490; King John's castle near Thomond bridge, and a part of the town walls. From its history, the city appears to have had its share of all the vicissitudes and calamities caused by the different wars, rebellions, and feuds, from its occupation by the Danes in 812, down to the celebrated treaty of Limerick in 1692.

The established churches are the Cathedral, St. John's, St. Munchin's, St. George's Chapel of Ease, and, we may add, the Episcopal Chapel in connexion with the Asylum for the Blind. The R. C. chapels are seven, including the three connected with the Augustinian, Dominican, and Franciscan friaries. There are also meeting-houses for Presbyterians, Independents, Methodists, and Quakers.

There are numerous schools, endowed, parochial, national, and private, and also numerous hospitals and alms-houses.



The principal public buildings are the court-house, gaol, lunatic asylum, custom-house, union work-house, commercial buildings, with the various other municipal and fiscal offices and branch banks, common to assize and large provincial towns.

In the military arrangements of the country, Limerick is the head quarters of the south-western district. There are four barracks—the castle barrack in Englishtown for infantry, the new barrack near Newtown Perry, the artillery barrack in Irishtown, and an infantry barrack in St. John's-square.

The city, situated in an extensive plain, watered by the Shannon, is composed of three portions—the Englishtown, the Irishtown, and Newtown Perry. The first and oldest occupies the southern end of the King's Island, a tract formed by the Shannon, here divided into two streams, of which the narrowest and most rapid is called the Abbey River. This part, the houses of which are chiefly built in the Flemish fashion, is said to resemble the city of Rouen in Normandy; but since the erection of the Newtown, it has been deserted by the more wealthy inhabitants, so that whilst Newtown Perry in some places exhibits an appearance not inferior to the best parts of Dublin, in Englishtown little is to be seen but misery and decay. The Irishtown is also very ancient, being allotted to the native inhabitants so early as the reign of King John: here the streets are wider and the houses more modern; both these parts were strongly fortified. Through the suburb called Thomond-gate, situated on the county Clare side of the river, at the end of Thomond-bridge, was formerly the only entrance to the ancient city, which was here protected by what is now called King John's Castle, a large and striking ruin, the court-yard of which has been fitted up as a military barrack. At

the end of the bridge, on the Clare side of the river, is the stone on which the treaty of Limerick was signed. The portion of the town called Newtown Perry, built wholly within the last 50 years, contains spacious streets, in which are large well-stocked shops and merchants' stores. Patrick-street, George-street, and the Crescent, form a continuous line of elegant houses, extending about a mile from the New-bridge.

There are six bridges: Thomond-bridge, lately rebuilt, leading from King John's Castle, in the Englishtown, to Thomond-gate, on the county of Clare side. Wellesley-bridge, erected in 1827, consisting of five large elliptic arches, crosses the Shannon from the Newtown to the county of Clare shore. Its roadway is level, and its parapet consists of a massive balustrade; and it is altogether a remarkably elegant structure. On the city side is a swivel bridge over a lock through which vessels pass to the upper basin and quays. The New-bridge crosses the Abbey river, and connects the Newtown with the Englishtown. Baal's-bridge, higher up on the same branch of the river, is a beautiful structure of a single arch, built in 1831. On the same branch of the Shannon is Park-bridge, an old lofty structure of five irregular arches. Athlunkard-bridge, consisting of five large elliptic arches, cross the Shannon about a mile from the city; it forms a new line of communication between Limerick and Killaloe.

We would recommend strangers to ascend the tower of the ancient cathedral, whence a good view of the town is obtained—of the very rich and level plain lying around—of the mountains of Clare—of the windings of the Shannon above, and of the expansions of its estuary below the city.

The country lying immediately around Limerick, though very fer-

tile, is, in a picturesque point of view, very uninteresting; but the rapids of the Shannon at Castleconnell, with the fine seats lying around it, the beautiful demesne of Adare, with its modern castle, its ancient church and castle ruins, and the picturesque country, encircling the highly diversified park of Ballynagarde, all of which are in the environs of the city, make ample amends for the tameness in the scenery of its suburbs.

To the north of the city, on the little peninsula formed by the Shannon, are *Park Cottage*, *Rose Villa*, *Albert Villa*, and *Corbally*. About two miles to the east of the city, and near the Shannon, are *Shannon Park*, *Milford*, and *Plasy*, with the modern and ancient house of *Castle Troy*.

Eastward, at four miles from the city, we cross the Annacotty river, in its progress to the Shannon, close to which is *Mount Shannon*, the seat of the Earl of Clare. This large and well-kept demesne extends down to the Shannon, and though its surface is generally flat, yet the extent and dispositions of the plantations render it interesting, and, in many places, truly beautiful. The mansion is a fine residence, both as regards its elevation and interior arrangements; and the gardens and offices are probably the best in this district of country. The whole is a proof of what may be accomplished by perseverance and good taste, even in what are naturally the tamest scenes.

Opposite to *Mount Shannon* is *Thornfield*, the residence of General Bourke, and *Richhill*, that of Mr. Howley; and *New Garden* and *Hermitage*—the latter, the seat of Lord Massey, lie between *Mount Shannon* and

CASTLECONNEL,

which is near to the rapids of *Doonass*, one of the most beautiful parts of the river Shannon, is greatly re-

sorted to by the citizens of Limerick, and by the tradespeople on Sundays and holydays.

It is a long, straggling place, consisting of a variety of cabins, cottages, villas, taverns, and lodging-houses, suited to the circumstances of the different people who frequent it, as well to enjoy the beauties of the place, as to drink the waters of its chalybeate spa. The ruins of the castle, once the seat of the O'Briens, kings of Munster, rising on a detached rock in the town, form a very picturesque object.

"The Shannon is here, for more than a quarter of a mile, almost a cataract; and this, to an English eye, must be particularly striking. It is only in the streams and rivulets of England that rapids are found: the larger rivers generally glide smoothly on without impediment from rocks: the Thames, Trent, Mersey, and Severn, when they lose the character of streams, and become rivers, hold a noiseless course; but the Shannon, larger than all the four, here pours that immense body of water, which above the rapids is 40 feet deep, and 300 yards wide, through and above an aggregation of huge stones and rocks, which extend nearly half a mile; and offers not only an unusual scene, but a spectacle approaching much nearer to the sublime, than any moderate-sized stream can offer even in its highest cascade. None of the Welsh waterfalls, nor the Geisbach in Switzerland, can compare for a moment in grandeur and effect with the rapids of the Shannon. Nor is the river the only attractive object at Castleconnell; its adjuncts are all beautiful."—*Inglis*.

Hermitage, the seat of Lord Massy, is on the left bank of the river, and directly opposite, *Doonass*, the seat of Sir Hugh D. Massy, Bart. These mansion houses stand immediately over the rapids; and the woods of

these beautifully situated residences stretch along and clothe the river banks for a considerable distance. From the foot-paths along the banks of the river, the rapids can be advantageously seen.

Omitting the suburban villas which lie along the Shannon, on the south side of the city, at six miles on the road leading to Tralee, we meet the village of Patrick's-well, near to which are *Attaflin*, Mr. Westropp; *Green-mountain*, Mr. Green; *Fort Etna*, *Richmond*, *Paha*, and *Newborough*.

The small town of Adare is about four and a-half miles from Patrick's-well, and eleven from Limerick. It is situated on the small river Maigue, which falls into the Lower Shannon about six miles below the village. The Maigue is here a tidal stream, navigable for small boats down to the Shannon; and below the town, adds but little to the beauty of the country. It is, however, useful in the inland navigation of the district.

Adjoining the town is *Adare Abbey*, the seat of the Earl of Dunraven, through which the Maigue flows; and where, by a succession of slight artificial dams it has been successfully changed from a still muddy stream to a clear lively river. A very fine mansion in the castellated style has just been finished, and this beautiful demesne is rendered doubly interesting from the magnificent ruins in and around it.

The early history of Adare is involved in great obscurity. On the arrival of the English, in the reign of Henry II., it appears to have been distinguished as having a castle and a church. In the following century it became the property of the Fitzgeralds, of whom John, first Earl of Kildare, founded a monastery here in 1279. This establishment, which is now called the Black Abbey, and is situated in the town, continued to flourish till the dissolution. The remains con-

sist of the tower, nave, and part of the choir, which were fitted up in 1811 for a R. C. chapel, by the late Earl of Dunraven. Another abbey, the Augustinian, was founded here by the Fitzgeralds, the remains of which, situated within the demesne of *Adare Castle*, on the bank of the river, are very extensive and highly interesting. They consist of the nave, choir, and south transept of the church, which, with the exception of the roof, are tolerably entire. The cloisters are nearly in a perfect state, and round them are arranged the principal offices, the refectory, and various other domestic buildings: in the centre of the enclosure is a stately and venerable yew tree. A Franciscan abbey was also founded on the south side of the river, by Thomas, seventh Earl of Kildare, in the fifteenth century. The remains, situated close to the bridge, consisted of the tower, nave, choir, cloisters, and refectory. The nave and choir having been repaired, are now used as the parish church.

About two miles above Adare, on the banks of the Maigue, are the ruins of *Dunaman* castle, near which is the round tower of Dysart; at three miles, *Carass*, the seat of Sir D. Roche, Bart., M.P., where there are also extensive flour mills. Adjoining is *Carass Court*, Mr. Browning. At four miles, also on the banks of the Maigue, is the small town of Croom, which contains a small church and chapel. Near the town is Croom castle, another of the strongholds of the Fitzgeralds, and which underwent many sieges from the time of its first erection by the O'Donovans in the reign of King John, down to the arrival of William III. From this castle is derived the war cry of "*Cromaboo*," which is still the motto of the Dukes of Leinster, the descendants of the Fitzgeralds. A part of the castle has been long repaired, and is now occupied by Mr. Dickson. Adjoining the town is *Croom House*,

Mr. Lyons; and a little above it is *Islanmore*, Mr. Maxwell. Near the town is the imperfect round tower of Carrigeen. The above places are approached from Limerick by a road branching off at Patrick's-well, which bring them within 12 miles of Limerick; and their locality is indicated by Tory Hill, which lies a little to the east of Carass, and forms a striking feature in this flat rich country.

Three miles west from Limerick, on the road leading to Askeaton, are the modern church and abbey ruins of Mungret; and at five and a-half miles is the hamlet of Clarina; close to which is *Elm Park*, the fine seat of Lord Clarina. Equidistant

from Limerick, and two miles north from Clarina, on the banks of the Shannon, is *Tervoe*, the seat of Mr. Monsell; adjoining which, on the north, is *Cooper Hill*; and on the south, *Carrigview*; and a mile to the west are the ruins of Carrigogunnel Castle, proudly situated on the summit of a lofty rock, rising boldly from an extensive plain, which reaches to the Shannon. This castle was formerly the seat of the O'Briens, kings of Munster; and in 1691, was taken and blown up by order of General de Ginckle, then besieging Limerick. Its ruins, which present a fine object to the surrounding country, are still sufficient to indicate its former importance.

MIDLAND GREAT WESTERN RAILWAY. No. 16.—DUBLIN TO GALWAY.

TABLE OF DISTANCES.

Stations	Statute Miles.		
	Distance between Stations.	From Dublin.	From Galway.
1 Dublin,	—	—	126½
2 Blanchardstown,	—	4½	122½
3 Clonsilla,	2½	7	119½
4 Coldblow and Lucan,	2	9	117½
5 Louisa-bridge and Leixlip,	2	11	115½
6 Maynooth,	4	15	111½
7 Kilcock,	4	19	107½
8 Fern's lock,	2	21	105½
9 Enfield,	5½	26½	100
10 Moyvalley,	4	30½	96
11 Hill of Down and Kinnegad,	5½	36	90½
12 Killucan,	5½	41½	85
13 Mullingar,	8½	50	76½
14 Castletown,	8	58	68½
15 Streamstown,	4	62	64½
16 Moate,	6	68	58½
17 Athlone,	10	78	48½
18 Ballinasloe,	14½	92½	34
19 Woodlawn,	9	101½	25
20 Athenry,	12	113½	13
21 Oranmore,	7½	121	5½
22 Galway,	5½	126½	—

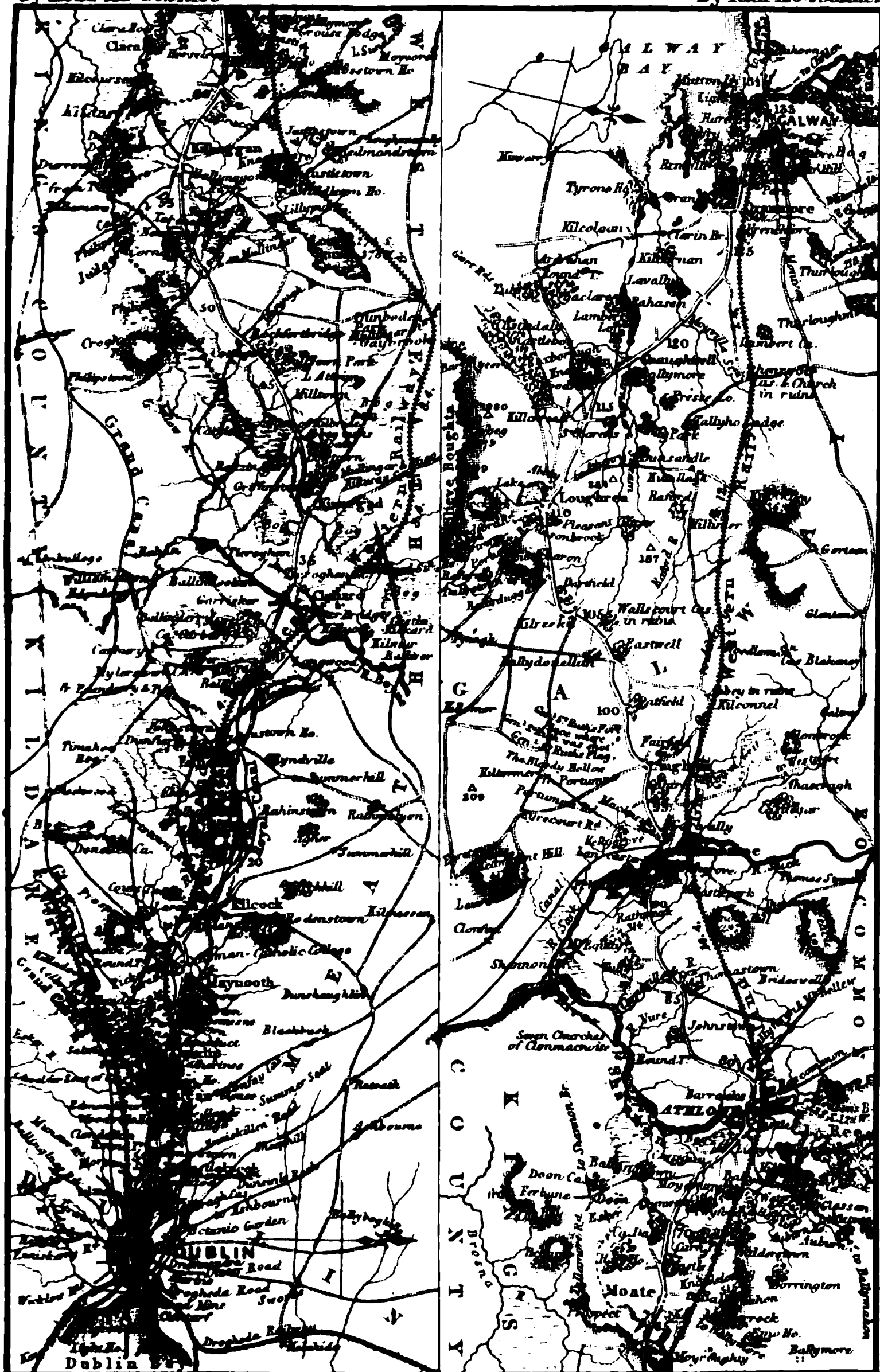
This line leads to nearly one-half of the towns in Leinster, and to every part of Connaught. It crosses the island in a due westerly direction,

reaching from the bay of Dublin to that of Galway—that is, from St. George's Channel to the Atlantic; traverses the great calcareous plain

DUBLIN TO GALWAY.

By Road 133 St. Miles

By Rail 126½ St. Miles



which intersects the island near its centre; passes through some of its most extensive pastoral and boggy districts; exhibits some of its best and some of its worst lands; displays, in a scenic point of view, much of its tameness, and little of its grandeur; and, throughout, with some exceptions, is but ill-calculated to produce on the mind of the stranger a favourable impression, of either its vaunted fertility or of its beauty. It keeps along the banks of the Royal Canal for 52 miles, and for this distance—indeed for its whole extent—from the comparative flatness of the adjacent country, and the elevation at which it is carried, affords good views of the neighbouring country.

Although in No. 8 we have noticed the country from Dublin to Maynooth inclusive, we shall again recapitulate the principal features on this the first division of our road.

On clearing the deep cutting which leads from the terminus to the canal bank, we emerge on the great plain lying around the city, and which, for a considerable distance adjacent to the line, is occupied in the production of culinary vegetables, as well for the supply of Dublin as for Liverpool and Glasgow.

On the south we have, for the first 12 miles of our journey, the plantations of the Phoenix-park joined to those of the villas which adorn the banks of the Liffey; beyond them are seen, better than from any other line of public traffic, the Dublin and Wicklow mountains in lengthened array, together with the rich intervening country. On the north, on passing the villa-clad ridge of Dunsink, which rises over the narrow valley of the Tolka, we command extensive prospects of that vast plain we have summarily comprehended under the great cattle-feeding district, and which extends far into the counties of Kildare, Meath, and Westmeath, and is immeasurably the largest and most

important tract of grazing lands in the island.

Clonsilla station is close to *Woodlands*, the fine seat of Col. White, noticed in No. 8; and having sped by its plantations and neighbouring villas, extensive prospects on either side of the railway present themselves.

The small towns of Lucan and Leixlip, from which the two succeeding stations are named, are romantically situated low down in the valley of the Liffey, at a short distance from the stations. These towns and the scenery connected with them we have also noticed under No. 8.

Close to the Leixlip station the railway, together with the Royal Canal, are carried across the valley of the Rye, one of the Liffey's tributaries, by a viaduct; and from this point one of the best views of the Dublin and Wicklow mountains, with the fertile intermediate country is obtained.

Carton, the fine seat of the Duke of Leinster, is passed close to the railway; and *Castletown*, the seat of Mr. Connolly, is denoted by the obelisk which crowns the verdant hill a little to the south. Close to the *Maynooth station* are the town and R. C. College of Maynooth. For a succinct account of all these places, and also of all the more remarkable features in the country, lying between Maynooth and Dublin, we again refer to No. 8.

A fine fertile country is travelled through from Maynooth to Enfield, and particularly around the intermediate station and dilapidated village of Kilcock. Among the several villas to the north of Kilcock are *Dolinstown*, Mr. Gladstones, *Moylave*, and *Larchhill*. On the south, near the village, are *Courtown* and *Lavagh*; and at five miles to the south-west, *Hurtland*, the seat of Sir Wm. Hart, Bart., and *Donadea Castle*, that of Sir G. G. Aylmer, Bart. Before reaching Enfield station

a limited but deep tract of peat-moss, of which so much is met with in our onward course, is passed, as also an ancient sepulchral mound, and the humble ruins of Cloncurry church.

The village of Enfield is close to the station; and at the inn, which, until the railroad was opened, was much frequented, post horses can still be obtained.

Close to the Moyvally station is *Ballina*, the seat of the Right Hon. R. M. O'Ferrall; and two miles west of the station is *Garrisker*, the seat of Mr. Nangle. From this the aspect of the country gradually changes—the continuous tracts of softly undulating rich pastures are succeeded by inferior though average arable lands, alternating with gravelly ridges and marshy plains; the latter, in many places, spreading out into widely-extended areas, and the former assuming, as at the *Hill of Down* station, more elevated and more nearly circular forms.

Between the *Hill of Down* and *Killucan* stations a large and deep tract of peat-moss is crossed, the consolidation of which required the exercise of considerable skill and the application of much labour. Close to the latter station is the neat, small village of Killucan, with its church, R. C. chapel, Presbyterian meeting-house; and where, at Moore's comfortable inn, post-horses and carriages can be hired. The fertile country around is prettily undulated, and generally occupied by a respectable class of farmers—by a class who are usually styled in Ireland gentlemen-farmers, and who have at last seen the necessity of taking up this most important branch of human affairs as a profession. From Knocksheban hill, 473 feet in height, as well as from several other elevated points which lie a little to the north of the village, an extensive prospect of all the surrounding country is obtained.

From Killucan to Mullingar the

country partakes, in a great measure, of the same varied nature as that lying between the last stations, both as regards the constitution of the soil and the form of the surface. Just before reaching the *Mullingar* station, from the elevated embankment on which the railroad is carried across the low, marshy lands lying around the south side of that town, a view is obtained of the high and beautifully wooded country lying to the north of it, and of the flat country lying to the south, including a considerable portion of Lough Ennell, with its wooded shores.

MULLINGAR,

the chief town of Westmeath, is situated in the centre of the county, about midway between the well-known Loughs Ennell and Owel, which are four miles apart, and about six miles from Lough Deravaragh. The town is watered by the Brosna, here a small stream. The country immediately around it is flat, and the soil is of a very mixed and variable character.

Beyond being an assize town in the heart of a fine country, a constant and large military station, a very general thoroughfare, and long the principal station between Dublin and Longford, on the line of the Royal Canal, Mullingar, has little worthy of notice. The county gaol and court-house are substantial plain buildings, the church is a handsome structure; the R. C. chapel, occupying an elevated site, is large, and considerably enriched in its exterior; and the small Presbyterian meeting-house could scarcely be recognised but for its isolated position. To these we may add a large nunnery and a small Wesleyan meeting-house. The extensive infantry barrack and the union workhouse are at a short distance from the town. The business of Mullingar is limited to the retail trade of the district, and to the periodical fairs and markets: the former rank next to Bal-

linasloe for horses and cattle; and at the latter, considerable quantities of agricultural produce are weekly disposed of, and forwarded by the Royal Canal to Dublin. As the lakes around Mullingar are highly interesting in many points of view, we have extended our notices of the country around so as generally to embrace them.

The head of Lough Ennell, or Belvidere lake, as it is often called, lies about two miles south of the town. It is about five miles in length by one and a quarter in breadth, and contains about 3,400 acres. On the eastern and northern shores are the principal improvements; a part of the western, near Dysart, are naturally beautiful, but the southern shores are generally tame and bald, in some places bleak and boggy; and while they afford much amusement to the angler, offer but little to the eye of the painter. Attracted by the beautifully undulating grounds lying along the eastern shores, several villas and country seats have been formed. Among the former we may enumerate *Lynnbury*, *Bloomfield*, and *Belvidere*, which are from two to four miles from Mullingar—*Bloomfield* being the residence of Col. Caulfield, *Belvidere* that of Mr. Marley. In the charming grounds of the latter is the best specimen of artificial ruins, in imitation of an old monastery, we remember to have seen.

Adjoining the latter, and four miles from Mullingar, is *Rochfort*, the seat of Sir F. Hopkins, Bart. The house is a large structure, and the fine demesne stretches for a considerable distance along the shores of the lough. Near Rochfort are *Anneville*, and *Carrick*, Mr. Fetherstone Haugh. The above places are on the road from Mullingar to Tyrrellspass. In connexion with the same line of road, but not on the shores of the lake, are *Gaybrook*, the seat of Mr. Smith, and *Dunboden Park*, that of Mr. Cooper.

Three miles from the town, on the north side of the lake, and adjacent to the railway, are *Greenpark*, *Bellmont*, *Lakefield*, and *Ladistown*, the latter, the seat of Mr. Lyons.

Lough Owel, which lies about three miles to the north of Mullingar, is about five miles long, by one and one-eighth in breadth; its area about 2,295 acres. It is a deep, clear sheet of water, fed by internal springs, and forms the principal supply of the Royal Canal. The shores, though not bold, rise to a considerable elevation, are very fertile, finely diversified, and remarkably beautiful. Though destitute of any striking natural features, and its banks but very partially wooded, its deep pellucid waters, diversified with its tiny islets, and sweetly varied shores, entitle it to rank among the most beautiful of our inland lakes. From various parts of the road leading to Longford, as well as from the summits of the beautiful pastoral grounds lying around its shores, this charming lake is seen to great advantage.

Levington Park, the residence of Mr. Levinge, is the only seat on the south side of the lake; *Portlemmon*, the residence of Mr. De Blaquiere, the only demesne on the west side; at the northern end is *Mount Murray*, the residence of Mr. Murray; and at the east side is *Clanhugh Lodge*, a seat of the Earl of Granard. Near *Clanhugh*, and seven miles from Mullingar, on the Longford road, is Wilson's Hospital, so named from the testator, Mr. Andrew Wilson, who bequeathed his estates, amounting to nearly £4,000 per annum, for the education and apprenticeship of Protestant orphans, also for the support of a limited number of old men. The hospital is a large building; and, from its elevated position, forms a striking object in the bleak country lying east of the hills which bound this side of Lough Owel. The trustees, for the time being,

are the Archbishops of Armagh and Dublin; and the Bishops of Meath, Tuam, and Kilmore.

Lough Iron lies about a mile and a-half west from the foot of Lough Owel, and about eight miles from Mullingar; it is about two and a-half miles in length, and half a mile in breadth, and embraces about 700 acres. Its shores are generally flat and boggy; but on the western side they are beautified by the plantations of *Baronstown*, the seat of Mrs. O'Connor Malone, which reach to its margin. This fine demesne, which contains a large Italian mansion, with its adjuncts, had been the seat of the late Lord Sunderlin, who expended a large sum on its formation. From him it has descended to his relatives, the Malones of Pallas.

Lough Dereveragh, which is about six miles to the north of Mullingar, is remarkable in its outline, being, at its lower end, dilated to about three miles in length, by two in breadth, whence it projects an arm four miles long, by one-third of a mile in breadth. Its area is about 2,555 acres. The lower part of the lake is uninteresting, being bounded by flat swampy shores—in many places they are deep flow-bog, and in winter they are all subject to inundation.

But, at the head of the lake, seven miles from Mullingar, and close to the road leading to Castlepollard, is the hill of Knockeyon, which rises to a height of 707 feet above the level of the sea, and about 300 above that of the lake. It is the highest and most striking conical hill in this part of the country, and commands a prospect of the whole extent of this fine lake, the country lying immediately around and far beyond it; and, from its peculiar position, it also affords views in detail, of the beautifully winding shores of the upper part of this fine sheet of water, and of the remarkably fertile and sweetly undulating grounds which environ them.

Morninton, the residence of Mr. Daly, is beautifully situated on the southern shores of the lake, opposite to Knockeyon, and near it is the picturesque sylvan feature, well known as the Crooked-wood.

Three miles north from Mullingar, on the road leading to Castlepollard by the Crooked-wood, is *Culleen*, the residence of Mr. Levinge, and near it, the hill of that name, which attains an altitude of 444 feet; and at four miles, *Knockdrin*, the fine seat of Sir Richard Levinge, Bart. The modern mansion is a handsome castellated structure; the park is beautifully planted, and contains a very fine sheet of artificial water. The wooded hill of Knockdrin, which forms part of the demesne, is one of the most remarkable features in the neighbourhood. Adjoining, is *Ballynagall*, the seat of Mr. Middleton Barry. The handsome Italian mansion of *Ballynagall* accords with the rich and beautiful park around; while the schools and neat church in the demesne, together with the comfortable houses of the tradesmen and labourers, show the good taste and liberality of the proprietor.

From Mullingar to Moate, the country is naturally pastoral, and now generally appropriated to pastoral purposes. The upland surface is considerably and agreeably varied; the soil, however, is generally shallow, and is incumbent either on limestone, gravel, or rock—the latter, in many places protruding, and the intervening boggy marshes, though frequent, are not so extended as those lying along the more westerly parts of the line.

Between the Mullingar and Castletown stations, several beautiful views are obtained of Lough Ennell, between the low intervening hills, and at about a mile to the south of the latter station, is the village of Castletown-Geoghegan, where, at the little inn, cars can be hired—and where there is

a very remarkable ancient moat. Adjoining the village, is *Middleton Park*, the seat of Mr. Boyd, where a fine mansion has lately been erected, and extensive improvements effected.

Two miles to the north of the Castletown station, on the road leading to Ballymahon, are *James-town* and *Redmondstown*, and at about the same distance to the north of the Streamstown station, is *Mosstown*.

Near the base of the hill of Knockastia, which is passed on the north of the line, about midway between the stations of Streamstown and Moate, are *Ballintuber House*, Mr. Fetherstone H., *Rosemount*, *Grouse Lodge*, and *Toberavilla*. Knockastia, though rising only 660 feet above the sea level, is a remarkable feature in the undulating, but comparatively lower country lying around it.

MOATE STATION

is close to the town of the same name, where at the small inn, post-horses and cars can be hired. Till lately, a considerable number of Quaker families were resident here, who carried on various branches of manufactures. The town is long and straggling, but comparatively clean and neatly built. It possesses, with the usual places of worship, a small court-house.

The country around Moate has a much more agreeable and improved appearance than that just travelled through. Close to the town is *Moate Castle*, the residence of Mr. Clibborn, and at four miles to the north, on the road leading to Ballymore, is *Moyvaughly*, the estate of Mr. Dargan, where that celebrated contractor is carrying out extensive agricultural improvements.

About three miles to the south-west of Moate, is *Castle Daly*, and near it *Hall House*; and at two miles to the west, and near the railway, is *Knockdomny Hill*,

which rises to 515 feet, and affords an extensive view of the country around. Though in its general aspect the country appears flat, when travelled through, it is agreeably varied by the low gravelly hills which are scattered through it. In some places the hills form long ridges, and, exclusive of the more remarkable summits, attain an elevation of from 200 to 400 feet above the level of the sea. They are diversified by numerous marshy intervening valleys; in other places they rise in single hillocks throughout the boggy flats. The more fertile hills and ridges are all under culture; the shallower and less valuable, which afford a scanty though nutritious pasture, are generally, more or less covered with hazel and whitethorn; so that tracts, which in many places appear bleak to the general observer, are, when examined, not devoid of picturesque beauty; and this character of the country may be said to prevail throughout the district, which extends for many miles to the south of Moate, on either side of the road from Tyrrellspass to Athlone—an extent of twenty-five miles.

About half-way between Moate and Athlone, we pass *Glynnwood*, the seat of Mr. Longworth; and opposite to it on the north side, are *Carn Park*, *Belleville*, and *Twynford*. Around these residences, the lands are very fertile, and the surface very picturesquely varied.

About three miles from Athlone, on the north side of the large tract of bog which is here crossed, is *Moydrum*, the seat of the Lord Castlemaine; and thence to that town, the plantations and other improvements connected with the various villas lying around, add much to the appearance of the country.

Athlone is situated on the banks of the Shannon, two miles below Lough Ree, one of its principal enlargements. The Shannon, on leav-

ing Lough Ree, reassumes the river character, sweeps its great volume of water through the centre of the town, forming, in its progress, the boundaries of the provinces of Connaught and Leinster, and, of course, leaving one half of the town in the county of Westmeath, and the other in that of Roscommon.

Athlone, though not containing a single street suited either for general thoroughfare or business, with the exception of its new bridge, river quays, and other recent improvements, is by far the most considerable town between Dublin and Galway; and its position on the Shannon, as guarding the pass between Leinster and Connaught, has long rendered it a place of importance.

As regards its military history, the castle, which occupies a spur or offset from the higher grounds on which the western portion of the town is built, was erected in the reign of John, and enlarged and strengthened by Elizabeth. The ancient keep is in the centre of the court or area of the castle, and is used as a barrack. The buildings, which have been erected on the platform, next the lower side of the town, are occupied by the officers of the castle, the walls of which rising above those which sustain the mound, add to their imposing appearance on the outer side. In other parts the platform is surrounded with modern works mounted with cannon, calculated not only to command the approaches from the Connaught side, but to sweep the bridge itself. The military defences of the place, now all upon the Connaught side, besides the castle, consist of advanced forts and redouts outside of the town, to defend the main approaches along the great road from Galway by Ballinasloe. The canal, made to avoid the fords of the Shannon, adds to the strength of the works, and the bridges across it are defended by pallisades. The extensive bogs are a sufficient protection to the works

along the river to the south on the Connaught side.

On the north of the castle are the armoury, containing muskets for 15,000 men, barracks for infantry, cavalry, and artillery, with the necessary stores, hospitals, parade-grounds, &c., the whole occupying an area of fifteen acres.

Among the many events connected with its military history, perhaps the most important is the passage of the Shannon, and the taking of the castle by William's army, under General de Ginckle, in 1691, after a long and brave resistance on the part of James's army, under General St. Ruth.

From its ecclesiastical history it appears that a monastery for Cistercian monks was founded in 1216, on the site on which the present church of St. Peter now stands.

The places of worship are—St. Mary's and St. Peter's churches, four R. C. chapels, including those connected with the Agustinian and Franciscan friaries; there are also places of worship for Baptists, Presbyterians, and Wesleyan Methodists; branches of the Provincial and National Banks of Ireland; the usual municipal and county offices; the union workhouse; and two inns, where carriages and post-horses can be hired.

There are no manufactories, if we except the extensive flour-mills, distilleries, and breweries, nor any remarkable structures beyond those we have already enumerated.

From the embankment along which the railway approaches the magnificent bridge which carries it across the Shannon—the only railway structure that yet spans that mighty river—the town collectively, with all its adjuncts, are seen in their best points of view.

This unique and magnificent bridge—a combination of the bow-string and lattice principles—was erected by Messrs. Fox and Henderson. It is entirely of iron, being

supported by 12 cast-iron cylindrical piers, and is 560 feet in extreme length, including two spans over roads on either side of the river. It consists of two spans of 175, and two of 40 feet each—the latter separated by a pier, formed by four cylinders, supporting a swivel, which admits of the navigation of the adjacent opens. The greater spans are supported from lofty semicircular bowstrings, by lattice bars of angle iron, which give to the bridge a very unusual and a very interesting appearance.

Athlone, from its large military establishment, central situation, recent river improvements, intercourse by railroad, connexion by steamers, not only along the whole extent of the navigable part of the Shannon, but also with the Grand, the Royal, and the Erne and Shannon Canals, might be the most important inland town in the kingdom.

From the fortified heights west of the town, a good view of the town and surrounding flat country is obtained. Eastward is seen the district we have travelled through for the last twenty miles; and southward is the vast naked plain of marsh and bog, which extends to the base of the fertile hills near Eyrecourt. Through this extensive tract of bog, meadow, and pasture, which is destitute of either hamlet or village, the Shannon can be traced, winding under the solitary ruins of the Seven Churches of Clonmacnoise. In that course, of seventeen miles, following the meanderings of the river, though the Shannon is deep and broad, and highly important as a means of internal communication, it has no banks, nor any of the innumerable charms of river scenery. In short, it is merely one long level of a great natural canal—falling only four feet from Athlone to Shannon Bridge, a distance of fifteen miles. Even in summer its bed is brim full, and in winter it inundates a great extent of the adjoining low

lands. The Government improvements lately effected, however, have considerably lowered the bed of the river, and, consequently, greatly facilitated the drainage of the adjacent lands. Westward is that poor portion of the county of Roscommon, through which the railway from Athlone to Ballinasloe lies; and on the north is that vast enlargement of the Shannon, called Lough Ree, stretching from Athlone to Lanesborough.

Lough Ree occupies portions of the counties of Roscommon, Westmeath, and Longford. It is seventeen miles in length, its breadth varying from one to six miles; and exclusive of the minor islets, it contains ten, which are from half a mile to a mile in length. They are scattered throughout its surface, and are—Friar's Island, Hare Island, Inchmore, Inchturk, Inchbofin, Rinany, Inchcleraun, Claninch, Inchenagh, and Inchermacdermot. The outline of Lough Ree is singularly and beautifully varied, forming innumerable miniature bays, creeks, and havens, with their corresponding points and promontories; and though no mountains rise along its shores, to give grandeur and solemnity to the scenery, yet in many places the shores rise sufficiently high to produce pleasing and picturesque combinations. Towards the head of the lake, on the Roscommon side, extensive boggy tracts reach to the water's edge, but in innumerable places along its varied shores, fine swelling grounds, fringed with copsewood, are to be met with.

In connexion with Athlone, the more interesting parts of Lough Ree are the Roscommon side of the Lough, as far as St. John's bay, and the Westmeath side, for about eight miles above the town: and all these points are best seen from the water. For this purpose boats can be hired at Athlone. Hare Island, where Lord Castlemaine

has a lodge, in which he occasionally resides, is about three miles from Athlone. It has been planted and lately much improved.

The Westmeath sides of the Lough are in several places adorned with the plantations of the demesnes which skirt its shores; and on the Roscommon side, at St. John's, which is nine miles from Athlone, besides the priory founded there in the reign of King John for Knights Templars, there was a church dedicated to the Holy Trinity, a castle near the end of the little promontory, and a fortified wall across the isthmus, which still remains in an extraordinary state of preservation. The castle occupies a rocky eminence, rising abruptly from the lake on the northern side of the promontory; and at a short distance to the east of the castle are the remains of a round tower (not one of the ancient ecclesiastical edifices) of considerable dimensions. The keep, which is all that now remains of the castle, is an imposing mass, whether viewed from the land or the water; and the fortified wall, which is about 700 yards from the castle, and about 600 yards in length, with gateway and interval towers, is very remarkable, but there are no existing memorials of its origin. Besides the remains of the church of the Holy Trinity, there are other ecclesiastical ruins outside the walls; and therewith connected is a well-tenanted cemetery.

Hodson's bay, which is about four miles below the town, is also an interesting part of the Roscommon side, but from the marshy nature of the greater part of the shores, no road stretches along the water's edge for any distance. A boat, as we have already remarked, will, therefore, be the best means of conveyance for those who are anxious to know this large, and, although in the centre of the kingdom, almost unknown lake. The particulars of

the other parts of its shores we shall notice with the roads in connexion with it.

On the north-east side of the town, along the roads leading from Athlone to Mullingar and Ballymahon, the country undulates beautifully, is fertile, well cultivated, and adorned with several handsome villas. Those in proximity with the railway we have already noticed.

On the Ballymahon road, which keeps along the shores of that beautiful branch of Lough Ree, called Killinure Lough, are several prettily situated villas; and at four and a-half miles from Athlone is *Waters-town*, the seat of the Hon. Robert Harris Temple, close to which is the hamlet of Glassan. To the west of the hamlet, on the banks of Killinure bay, are *Bunowen*, the residence of Mr. Chaigneau, *Killinure House*, and *Lough Ree Lodge*. At two and a-half miles from Glassan, on the shores of Portlick bay, one of the inlets of Lough Ree, is *Portlick Castle*.

Two miles from Glassan, is *Auburn House*, the seat of Mr. Daniel, prettily situated on the shores of Lough Makeegan, a mile beyond which is the hamlet of Auburn; and at Lissog, which is adjacent, the walls of the residence of Goldsmith's father, and the place of the poet's birth, is pointed out. "The decent church" of Kilkenny-west, of which parish his father was the incumbent, still "tops the neighbouring hill," and the sign of the "three pigeons" still maintains its place in the now decayed hamlet.

Between Athlone and Galway a series of low bleak tracts of peat, alternating with more elevated inferior rocky pasture, is travelled through—stretching on the south to the dreary swamps through which the Shannon slowly meanders, and on the north to the elevated ridge which there limits the fertile plains of Roscommon. And before reaching Ballinasloe, the river Suck, with

its accompanying tract of dreary marsh lands, is crossed; and from the embankment on which the railway is carried across this extensive swamp one of the best views of the town is obtained.

Ballinasloe, so celebrated throughout the United Kingdom for its sheep and cattle fairs, is situated on the river Suck, which here separates the counties of Galway and Roscommon, the principal part of the town being in the former. It, together with *Garbally*, the seat of the noble proprietor, the Earl of Clancarty, occupies a gravelly ridge rising from the dreary marshy plain which stretches far around; and is, next to Athlone, and irrespective of its fairs, the most important town between Dublin and Galway. It contains a large modern church, which, from its elevated site, is a conspicuous object for many miles around, and a commodious R. C. chapel, with small, but neat, places of worship for Presbyterians and Methodists, a large hall where the meetings of the Agricultural Society are held, the union workhouse, and in the vicinity, the district lunatic asylum.

The more modern parts of the town, thanks to the Earls of Clancarty, are neatly built, clean, and orderly, and plainly shows what may be accomplished, with care and attention on the part of the proprietors. There are two commodious hotels, *Craig's* and *Gill's*, where carriages and post-horses can be hired.

Garbally, the extensive and beautiful park of the Earl of Clancarty, adjoins the town. The mansion is a large modern structure; and the grounds, which undulate sweetly, are extensively planted. To this large demesne the public are always admitted, except on Sundays during the hours of divine service.

From the entrance gate to *Garbally*, close to which is the small but chaste monument lately erected

to the memory of the late earl, a view is obtained of the large fair-green and of the principal buildings of the town, which happen to be very appropriately situated around it.

The great sheep, cattle, and horse fair is held in October. It continues for four days; and on the first day, the Earl of Clancarty, with that liberality which marks all his arrangements, throws open a part of the park for the exhibition and sale of the sheep. The average number of sheep sold is 60,000—of horned cattle, 6,000.

Ballinasloe is a great thoroughfare; and here the second great division of the roads leading to the various parts of the counties of Roscommon, Galway, and Mayo, branch off. In addition to the great fair in October, and the large cattle fair in May, there is a good deal done in the general retail trade of the district; and the corn business has considerably increased since the Grand Canal was extended to the town. The lowering of the waters of the Suck in connexion with the Shannon, has, in some degree, contributed to the improvement of the great extent of low rich lands, in the neighbourhood. The ruins of the old castle of Ballinasloe are on the banks of the Suck, in the Roscommon portion of the town. A portion has been repaired, and is now occupied.

Below the town, on the banks of the river, and on the road leading to Shannon Bridge, are the villas of *Fortwilliam*, *Lancaster Park*, *Suckville*, *Arkcarn*, and *Mount Equity*; adjoining the town on the west is *Macknay*; and two miles to the south is *Kellysgrove*; and on the east of the town, along the Athlone road, *Birchgrove* and *Tulleigh*.

Four miles from Ballinasloe, on the road leading to Loughrea, is the village of Aughrim, still rendered remarkable from the decisive battle which was fought on the adjoining

fields of Kilcommadan, in 1691, between the armies of James and William, when the forces of the former was totally routed, and St. Ruth, his general, killed. A part of the ruins of Aughrim castle can still be traced; and in the village are a neat church, small R. C. chapel, and a small comfortable inn, where cars and post-horses can be hired.

A little to the north of Aughrim is *Fairfield*, the residence of Mr. Wade; and a mile to the east of the village is *Cahir*. For a considerable distance around Aughrim the country is remarkably fertile. Indeed, from Aughrim to Loughrea, with the exception of some marshy and boggy tracts, the high road lies through what is esteemed among the best grazing lands in this county: and here, we may add, commences, in this direction, the great pastoral district of the county of Galway.

About eight miles from Ballinasloe, on the road leading to Tuam, is the village of Ahascragh, near which are *Clonbrock*, the fine seat of Lord Clonbrock, and *Castlegar*, the beautiful park of Sir Wm. Mahon, Bart.

The Suck, whose still waters mingle with those of the Shannon about eight miles below the town, is one of the most important of the Shannon's tributaries; and carries a considerable proportion of the waters of the county of Roscommon to that great outlet. Here, and for a considerable distance upwards, it separates the counties of Galway and Roscommon; and, like the Inny, Brosna, and most of the other rivers which discharge the surplus waters of the low, boggy countries through which they flow into the too long and ruinously high levels of the Shannon, it inundates, or otherwise injures several thousands of acres along its banks.

From the elevated gravel-ridges on the south side of the town, views are obtained of the town, of the demesne of *Garbally*, of the surround-

ing country generally, and particularly of that vast extent of dreary marsh and bog which lies to the north and east, and through which the sluggish waters of the *Suck* meander.

Here we may remark that the mere enumeration of the remains of castles, or rather castellated houses, which are to be met with in those parts of the county of Galway through which this and our succeeding roads lie, would far exceed our limits. "Before the arrival of Henry II. there were not more than four or five castles, except those built in towns. In Henry the Eighth's reign there were upwards of five hundred of these small castellated houses in the county of Galway; and since that period, chiefly in the reigns of Mary and Elizabeth, they multiplied exceedingly. The common, small, square castles were the residences of English undertakers; and all those built before the reign of James I. were executed by English masons and on English plans."

To many this will appear at least paradoxical, as, from that part of the railway which runs through Connaught—that is, from Athlone to the vicinity of the town of Galway—the unaided eye cannot now readily descry a residence worthy of the name of a country seat, except those of Sir Wm. Mahon, and the Lords Clancarty, Clonbrock, Ashtown, Dunsandle, and Wallscourt.

On clearing the environs of Ballinasloe, in our onward course, the great grazing district, for which the county of Galway is so remarkable, may be said to commence, and to continue, under various modifications of rich, poor, smooth, and rocky pastures, with alternations of marsh and bog, to the end of our journey; and, like all districts similarly appropriated, the divisions are generally large and the habitations few, these few very humble cabins, and chiefly occupied by those who are more or less employed in

tending the numerous flocks and herds which roam over the surrounding pastures. The surface of the country, however, at least so far as Athenry, is more pleasingly diversified than the district travelled through between Ballinasloe and Athlone. The upland pastures prevail, and the lower lands, which are nearly all submerged in winter, are, under a general system of drainage, capable of great and remunerative improvement.

Six miles from Ballinasloe, and about half a mile to the south of the line, are the village and interesting abbey ruins of Kilconnell. The place takes its name from St. Conol, who is said to have built a church here at a very remote period. The abbey was founded by William O'Kelly, about 1400. Near the Glebe is *Bal-liderry House*.

Close to the Woodlawn station is *Woodlawn*, the beautifully-wooded seat of Lord Ashtown, where, and throughout the estate, extensive improvements are in progress. Adjacent to the station is a small inn fitted up by Boyd of Ballinasloe, where cars and post-horses can always be hired; and near it, the remarkable burial place of the family, known as Trench's monument.

About two miles to the south of *Woodlawn* is *Killagh*, the residence of Mr. Donelan; and in proceeding to Athenry, at about three miles from the Woodlawn station, *Clooncah*, the residence of Mr. Daly, is passed on the south. Five miles on the same side, but one and a-half from the railway, is *Killimor Castle*, and near it *Raford*, the residence of Mr. Daly.

From Woodlawn to Athenry the country gradually assumes a more bleak aspect; and the eye ranges over a vast and, apparently, illimitable extent of dreary, pastoral lands, through which considerable tracts of marsh, peat, and rocky lands are scattered.

The Athenry station is close to

the small town of that name, which was established by the De Burgos and Berminghams, the Anglo-Norman invaders of Connaught, who not only enclosed the town, but built the castle and founded the monastery; and of all these, but particularly of the latter, there are extensive and interesting remains.

Athenry, said to be the most ancient town in Galway, was evidently, in former days, a place of considerable importance, and is said to have been the chief burial-place of the Earls of Ulster and of many of the principal families of Connaught. Alas! how changed! It is now, though in a limited way, the very acme of human misery; and around the baronial and monastic ruins are clustered the most wretched huts which it is possible to conceive; and from out the very heart of this appalling congeries of human wretchedness springs the steeple of the modern and handsome parish church.

In the better parts of the little town are several retail shops, and the small inn, where cars and post-horses can be hired. We may here observe, that a commodious hotel is now building at the station.

Adjoining the town is *Athenry House*, the grounds of which are enclosed by portions of the ancient walls of the town, and near it is *Newford House*. *Graig Abbey*, the residence of Mr. Clarke, is situated about two miles to the east; and at five miles to the north-east is the hamlet and demesne of *Monivea*—the latter the seat of Mr. French; and about two miles to the north of *Monivea* is *Ryehill*. At three miles on the same side, and on the road leading to Tuam, is *Castle Ellen*, the residence of Mr. Lambert; and at the same distance to the west, is *Castle Lambert*, Mr. Lambert; and near it *Belleville*, Mr. Mahon. Three miles on the south side, on the Loughrea road, is *Moy-*

ode Castle, the seat of Mr. Persse, and near it *Hollypark*, the seat of Mr. Blake. At three and a-half miles is the Dominican Convent of Esker, where an extensive educational establishment is maintained; and near this, and about half way between Athenry and Loughrea, is *Dunsandle*, the fine seat of Lord Dunsandle. Close to *Dunsandle* is *St. Clerans*, the beautifully-wooded residence of Mr. Burke.

The country immediately around Athenry is fertile and considerably improved, but westwards, from the extent of flat country which is covered with the limestone, rising a few feet above the surface, the widely-extended area between it and Galway, has the general appearance of a vast, desolate, craggy moor. Still the intervening spaces are fertile, and admirably adapted to the rearing of sheep.

The Oranmore station is a little to the north of the village of that name, the village itself lying at the head of one of the arms into which the upper end of the Bay of Galway branches. On the shores of the bay are the ruins of Oran Castle, erected by the Earls of Clanricarde. The keep is still habitable, and was long the residence of the Blakes of Oran.

Rinville, the residence of Mr. Athy, is two miles south from Oranmore; and a mile beyond it, on the point of the narrow peninsula which is formed by the sinuosities of the bay, is *Ardfry*, the delightfully-situated marine seat of Lord Wallscourt.

About three and a-half miles from Oranmore, on the road leading to Gort, is the village of Clarinbridge, with its chapel, small nunnery, and monastery, where a narrow inlet of the bay runs up to meet the Moyvalley stream.

Adjoining the village is *Kilcornan*, the seat of Sir T. N. Redington. The surface in this locality is very rocky, and, in many places, covered

with indigenous thorn, hazel, and holly; and this character of country, alternating with boggy flats and dry pasture lands, prevails to a great extent around. The surface undulates, and, in many places, the sheer rocky ridges rise to an elevation of 200 feet above the level of the sea.

About one and a-half miles beyond Clarinbridge, on another small inlet of the bay, which receives the Cornamart stream, are the hamlet, glebe, church, and castle-ruins of Kilcolgan; and near the church, on the headland which runs out to Tyrone Bay, is *Tyrone House*, the seat of Mr. St. George. This mansion, from its height and position, is a very conspicuous feature in the low country extending for many miles around.

From the Oranmore station to Galway the railway keeps along the shores of the bay, passing, at three miles from Oranmore, *Merlin Park*, the seat of Mr. Hudson; and, from the elevation which it maintains, commands good views of the bay, the Clare mountains (which bound it on the south), of the town, and of the very remarkable country lying around; and just before reaching the terminus, a narrow inlet of the bay, which has been dignified by the name of Lough Athalia, is crossed by a magnificent swivel bridge, erected by Messrs. Fairbairn and Sons, of Manchester. The bridge, which is of iron, consists of four spans; the central pier, a splendid specimen of the most massive masonry, supporting the swivel which revolves on it; and when open, affords through the adjacent spans, two navigable waterways of 60 feet each. The shed of the terminus, from its extent and finely-arched roof, is the most striking erection of the kind in this country; and attached to it is the Railway Hotel, the largest edifice which has as yet been specially built in Ireland for that purpose.

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GALWAY,

The capital of the West, the largest town in Connaught, and, in point of population, the fifth in Ireland, is singularly and romantically situated at the termination of the great calcareous plain which extends from the bay of Dublin to the Atlantic. It occupies a portion of the valley lying between the bay which bears its name—the largest of our sea-bays—and Lough Corrib, which, in point of extent, is the third of our inland lakes—the river Corrib, which carries the overflowing waters from the lake to the sea, rushing through the town. And here, as in most of our ancient towns, the older parts appear to have been huddled together more with a view to mutual protection than to comfort or convenience.

According to Hardiman's interesting and erudite history, the town does not appear to have assumed any importance till a few years after the invasion of Henry II., when the thirteen families, now known as the tribes of Galway, effected a settlement; and from that period down to the revolution of 1688 it appears to have suffered much from intestine commotions as well as from the havocs of the feudal wars.

The town, in 1651, from the map given in Mr. Hardiman's history, appears to have been as perfectly enclosed and as regularly built as any of the more ancient walled cities of the East. Of these buildings, Lynche's Castle, in Shop-street, and many others scattered through different parts of the town, remain to attest its former importance, and these are now principally occupied by the poorer inhabitants. To these we may add, though of an earlier date, the ruins of *Terrileen Castle*, once the seat of the De Burgos, which is situated on the banks of the Corrib, a little to the north of the town; and the house of James Fitzstephen Lynch, in Lombard-street, who, according to Hardiman, during his

mayoralty, in 1493, sentenced and carried out the extreme penalty of the law against his own son. It is from the more recent of these architectural remains, and the commercial intercourse which long existed between Galway and Spain, that Mr. Inglis and other modern travellers assume the older town to have been of Spanish origin; and in reference to the Spanish intercourse, the local historians state that Galway long supplied the western as well as the interior parts of Ireland with the produce of that country. Be that as it may, it is certain that while from 1820 to 1850, the town, that is, the space actually occupied with buildings, has increased in area from 120 to 158 acres; and that while the population, trade, and commerce have also increased—though not in like proportion—the most squalid poverty and misery have spread through almost every part of it, and extended over all the primitive huts, which, with very few exceptions, form its far-spread and wretched suburbs.

While we briefly notice the public structures and general features of the town, a reference to the annexed map will serve to place, in a more tangible point of view, their relative positions as well as the generally included area of the buildings.

Among the public buildings, the Queen's College, from its extent and style, stands pre-eminent. It occupies a fine open site on the west side of the river. Its architecture is a modification of the later English style, and it is quite collegiate in its character. From the upper bridge this large quadrangular structure, in connexion with the Union Workhouse and National Model School is seen, in perhaps its best point of view. The collegiate church of St. Nicholas, the only place of worship in connexion with the establishment, and which

was built by the inhabitants in 1320, is, though rude in its workmanship, a venerable pile. There are Presbyterian and Methodist meeting houses, three R.C. chapels, three monasteries, and five nunneries; and several of these are extensive buildings. The other public edifices, viz.: the county and town court-houses, the prisons, the county infirmary, the union workhouses, the new model school on the National system, &c., are all suitable structures; and the Midland Great Western Railway Hotel, which is attached to the terminus, is not only a fine building, but is the largest and most commodious provincial inn yet erected in the kingdom.

Eyre-square, in which are situated the Railway Hotel, the Royal and Clanricarde Arms Hotels, the branches of the Provincial Bank and of the Bank of Ireland, the County Club House, and several of the best private residences, is one of the more modern, and more regularly built parts of the town. The retail shops, military barracks, and more business parts are in the principal streets leading down to the river. The shipping stores are along the new dock; and the Claddagh, the chief abode of the fishermen, a wretched assemblage of huts, lies at the mouth of the river on the south side of the town.

From its position, its deep, capacious, and comparatively safe bay, the propriety of rendering Galway the principal port to America, has lately occupied the attention of the Government; and pending their decision, the Grand Juries of the county and town have just undertaken to construct, at a cost of £150,000, a breakwater to protect and encourage the existing commerce.

The exports consist chiefly in agricultural produce, and black marble, which is readily obtained in any quantity from the neighbour-

ing quarries, and of which large slabs are at present exported to various foreign parts. The imports embrace all the articles necessary for the supply of the town and surrounding country. The retail trade is very considerable, for, east of Galway, there is no town of any importance within twenty-three miles. To the west, it commands the whole of Connemara, and to the north, the country stretching towards Tuam and Castlebar. There are several breweries, distilleries, and flour mills; three branch banks, with all the offices, hospitals, and schools appertaining to a large country and sea-port town. The fishery district, comprising 107 miles of maritime boundaries, had, in 1851, 1,083 registered vessels, employing 3,739 men and boys.

Considering the vast natural advantages which Galway possesses—her geographical position—her fisheries—her deep, sheltered, and capacious bay—her immense water-power, in Lough Corrib, now rendered navigable for steamers, containing an area of 43,485 statute acres, running up, as it were, to the borders of the town, there maintaining a level of 30 feet above the sea, and discharging a mighty volume of water through her very centre—her inexhaustible supply of limestone and granite, alike suited to every structural purpose to which these rocks are applicable, and these minerals separated only by the channel through which the river carries the redundant waters of the lough to the ocean;—add to all these natural and adventitious advantages the facilities which government has afforded to her trade and commerce in the formation of tidal and floating docks, the deepening of the Corrib river, and in the equal distribution of its great, and, comparatively speaking, unemployed water-power; the connexion of the lough with the docks by means of an admirably con-

structed canal, at the same time rendering it fit for steamers to ply on; and the extension of a railway which connects the town with the different parts of the kingdom:—considering, we would repeat, all these governmental aids, natural advantages, and the many other resources which kind nature has distributed so liberally around this ancient town, as if it were to woo her inhabitants to the paths of industry, of independence, and of peace, it is impossible to overlook either the apathy with which all these advantages have for so many years been regarded, or the inefficiency of the means which even now are employed for their proper application to industrial progress. Public attention, however, has at length been roused to these great and evident means of amelioration, and doubtless, ere long, they will be duly appreciated; and what the inhabitants have so long and so sadly neglected, strangers will, in all probability, speedily effect; and the future hand-books, instead of being filled with idle disquisitions about tribes and races, exaggerated accounts of the prejudices and customs of the poor Claddagh fishermen, and caricatured descriptions of the habiliments of the unemployed poor, will generally and briefly exhibit to the tourist the moral as well as the physical aspect of all within and around the town, in connexion with a faithful record of the onward march of improvement.

There is something very peculiar in the environs of Galway—a peculiarity arising from the extraordinary geological character of the locality. On the north and east sides of the town, particularly around Menlough, the limestone protruding several feet above the surface in one widely extended sheet, presents to the eye a vast, sterile, calcareous plain. On the west, the granitic district, lying between the

bay and Lough Corrib, known under the ancient name of Jar-Connaught, but now comprehended under the fiscal division of the barony of Moycullen, runs westward for 30 miles, rising, in many places, to an elevation of 600 feet, and exhibiting a vast and dreary tract of high rocky moor, over which, with the exception of very limited portions of the lower lands along the shores of the bay and of the lough, the upheaved masses of granite are strewn in endless profusion.

The sea side of this granitic ridge affords prospects of some of the finest marine scenery in the kingdom, while the opposite side displays interesting views of Lough Corrib and of the country along its shores.

The larger country residences are *Merlin-park*, the seat of Mr. Hudson, which lies three miles east of the town. This place till lately was the residence of the Blakes of Merlin, and the ruins of the old castle of this branch of that ancient name exist on the grounds. *Menlough Castle*, the seat of Sir Thomas Blake, Bart., is romantically situated about 2½ miles to the north of the town, on the left bank of the Corrib, and surrounded by that very extraordinary portion of “*Galway petræa*,” to which we have alluded. The castle, which is a good specimen of the castellated mansion of its period, has long been the residence of the Blakes of Menlough. *Barna Castle*, the residence of Mr. Lynch, lies four miles west of the town; and *Furbough*, the seat of Mr. Blake, is about seven miles. These places are romantically situated on the shores of the bay, and occupying sheltered, verdant, woodland valleys, appear in pleasing and in striking contrast with the high, rocky, and desolate country, stretching for many miles around.

The more recently improved parts of the town adjoin Salt-hill, a pleasantly-situated watering place in the western suburbs. Close to this place is *Lenaboy*, the seat of

Mrs. O'Hara; and *Attithomasrevagh*, the estate of Mr. Barton, who is now laying out, at a considerable expense, a large tract in bathing villas, and in connexion therewith a private bathing place for ladies. The grounds, which are finely situated, and command extensive views of the bay and of the Clare mountains which bound the opposite coast—marine views, which are fully equal to any the kingdom affords, have been won by great labour from the rocks with which they were covered, and otherwise prepared for their ultimate purpose. The principal promenade as well as drive is along this part of the shore—that is, from Salt-hill to Barna, a distance of $3\frac{1}{2}$ miles. From this part of the coast road, various views of the beautiful bay and opposite shores to which we have already referred, are obtained.

It is pleasing to observe that villas are springing up in various directions, particularly on Taylor's Hill, the rising grounds at the west end of the town, from which good views of the town itself, the harbour, and of the surrounding country are commanded. Among the villas on the east side of the town we may mention *Merview*, the seat of Mr. Joyce, and *Rinmore*, that of Mr. Lynch.

Attracted by the natural growth of wood, the shelter, the picturesque scenery, and the views of Lough Corrib, several of the older villas, however, are situated on the right bank of the river, and on either side of the road leading to Connemara, where their woodlands form a very striking and agreeable relief to the wild rocky surface lying all round.

In connexion with the environs of Galway, we may include the road which keeps generally along the shore from the town to Cashla bay, a distance of twenty-three miles, being the sea-board limits of that singular portion of Jar-Con-naught which we have just noticed.

It passes the demesnes of *Barna* and *Furbough*, also described, and through the marine hamlets of Barna and Spiddall, the latter being eleven and the former four miles from Galway. It displays in its progress all the beauties of the coast scenery, and much of the wildness of this singularly rocky district. Apart from the magnificent scenery of the bay there is nothing here appertaining either to the sublime, the beautiful, or the picturesque. On the contrary, all is cold, dreary, sterile, and mountainous; while the cabins of the peasantry who cultivate the intervening arable spots are hardly discernible from the rocks of whose fragments they are formed.

At the small marine village of Spiddall there is a church, a R. C. chapel, several shops, a public house where cars can be hired, a small quay for the few boats of the place, with several lodges in the vicinity which are occasionally occupied by bathers or anglers, the Owenbolis-key, which here falls into the bay, affording good sport to the latter.

Eight miles from Spiddall, and a little beyond Tully, a road, $2\frac{1}{2}$ miles in length, branches off the coast line to the head of Cashla bay, and at the mouth of the Cashla, or Costello as it is more often called, one of the best of our fishing rivers, is the lodge of *Derrynea*, the joint concern of several gentlemen who strictly preserve the river.

Beyond Cashla bay there is a great extent of dreary moor, and, as will be seen by reference to the map of this district, the coast is deeply indented with the different bays which send their arms far into the mainland. There, also, the relative positions of the inhabited islands of Garomna, Lettermullen, and Lettermore, with their accompanying islets, can be traced.

To those whose time is limited, we may observe that a general knowledge of the topography of this very singular tract of country

may be very readily obtained by a circuit of twenty-six miles along a good road. That is—from Galway to Spiddall, 11 miles; across the rocky ridge to Moycullen, $8\frac{1}{2}$ miles; and thence along the shores of Lough Corrib back to Galway, $6\frac{1}{2}$ miles.

The south islands of Arran are, measuring to Inishmore, twenty-seven miles south west from the town of Galway. They stretch across the mouth of the bay of Galway, and reach within three miles of the coast of Clare. They are, Inisheer, Inishmaan, and Inishmore; and at the western extremity of Inishmore are the group of Brannock islets. Inisheer is two miles long by one and a-half broad, and contains 1,400 statute acres; Inishmaan is three miles long by one and a-half broad, and contains 2,252; Inishmore is eight and a-half miles long by two miles in breadth, and contains, together with the Brannock islets, 7,635 statute acres. Their shores are rocky, and their summits rise from 202 to 406 feet above the level of the ocean. They are about a mile asunder, and together occupy a stretch of about sixteen miles.

From traditional statement, Inishmore was visited by St. Ibar, before the time of St. Patrick; and on it, in the fifth century, St. Enda founded several monasteries and churches. It was also visited by St. Keeran, St. Brendan, and Columbkille, and subsequently was occupied by the Danes. From historical records it appears that the islands were visited and plundered by Sir John D'Arcy, in 1334; a monastery for Franciscans founded in 1485; and that from that period down to 1651, they were in succession possessed by the O'Briens, O'Flahertys, Lynchs, and the crown. During the parliamentary wars they were occupied by Cromwell's army, and were granted by Cromwell to Erasmus Smith, Esq.; from him they were

purchased by the first Earls of Arran, a branch of the Ormond family, and from them descended to the Digbys of Landenstown, the present possessors.

Among the rocks which cover the greater part of the surface of these islands there is a good deal of arable and pasture lands. The islands produce a rental of £2,000 per annum, and maintain about 3,000 inhabitants, who are employed in a very irregular way in fishing and cultivating their little farms.

The large island contains a chapel, a lighthouse, a constabulary barrack, Killeany Lodge, which is opposite to the bay of Killeany, the ruins of the old abbey of Kill-Enda, and of what are called the seven churches, and the curious primitive fortifications of Dun-Aengus; and the other islands also contain some prostrate church ruins. As we have remarked, the general surface of the islands is barren rock, interspersed with numerous verdant and fertile spots. There are many springs and rivulets, and a small lough in each of them; but in summer there is an inadequate supply of water. The more fertile soils are along the shore; the general crops are potatoes, rye, and oats; the mutton is of fine flavour, and the calves reared here are in great demand.

In the scenery of the bay of Galway the islands of Arran are very important features, particularly from the nearer parts of the Clare coast, where their bold shores are seen to great advantage.

In concluding our brief notice of the south isles of Arran, we may observe that there is no island on the Irish coast which contains so much to interest the antiquary as Inishmore; and to the geologist a curious subject of speculation is afforded, by the presence of granite boulders which must have come from the mainland, and are lying on the limestone at the summit level of the island.

No. 17.—DUBLIN TO BELFAST, BY RAIL.

TABLE OF DISTANCES.

					Statute Miles.		
					Distance between Stations.	From Dublin.	From Belfast.
Dublin,	.	.	.	.	—	—	112½
Clontarf,	.	.	.	.	—	1½	111
Raheny,	.	.	.	.	2½	3½	108½
Howth Junction,	.	.	.	.	1	4½	107½
Portmarnock,	.	.	.	.	2	6½	105½
Malahide,	.	.	.	.	2½	9	103½
Donabate,	.	.	.	.	2½	11½	101½
Rush and Lusk,	.	.	.	.	2½	14	98½
Skerries,	.	.	.	.	3½	17½	94½
Balbriggan,	.	.	.	.	4	21½	90½
Gormanstown,	.	.	.	.	2½	24	88½
Laytown,	.	.	.	.	3	27	85½
Drogheda,	.	.	.	.	5	32	80½
Newfoundwell,	.	.	.	.	0½	32½	79½
Dunleer,	.	.	.	.	9½	42½	70
Castlebellingham,	.	.	.	.	5	47½	65
Dundalk,	.	.	.	.	6½	54½	58½
Mountpleasant and Jonesborough,	.	.	.	.	3½	57½	55
Wellington Inn,	.	.	.	.	7½	64½	47½
Newry,	.	.	.	.	6	70½	41½
Poyntzpass,	.	.	.	.	6½	77	35½
Tanderagee and Gilford,	.	.	.	.	5½	82½	30½
Armagh Junction,	.	.	.	.	5½	87½	25
Lurgan,	.	.	.	.	5½	92½	19½
Moirs,	.	.	.	.	5½	98½	14½
Lisburn,	.	.	.	.	6½	105	7½
Dunmurry,	.	.	.	.	3½	108½	4
Belfast,	.	.	.	.	4	112½	—

This, including the Dublin and Drogheda, the Belfast Junction, and the Ulster lines, may be considered as the great Northern Railway of Ireland, as well as the trunk of all the north-western lines.

The Belfast or trunk line leads directly to the larger seaport towns of Drogheda, Dundalk, and Newry; runs generally through a very fertile and highly interesting country; exhibits portions of the best of our agricultural and manufacturing districts; and displays, in its progress, no inconsiderable share of the grandeur and beauty of our eastern shores.

The first division—viz., from Dublin to Drogheda—lies along the coast, through one of the finest por-

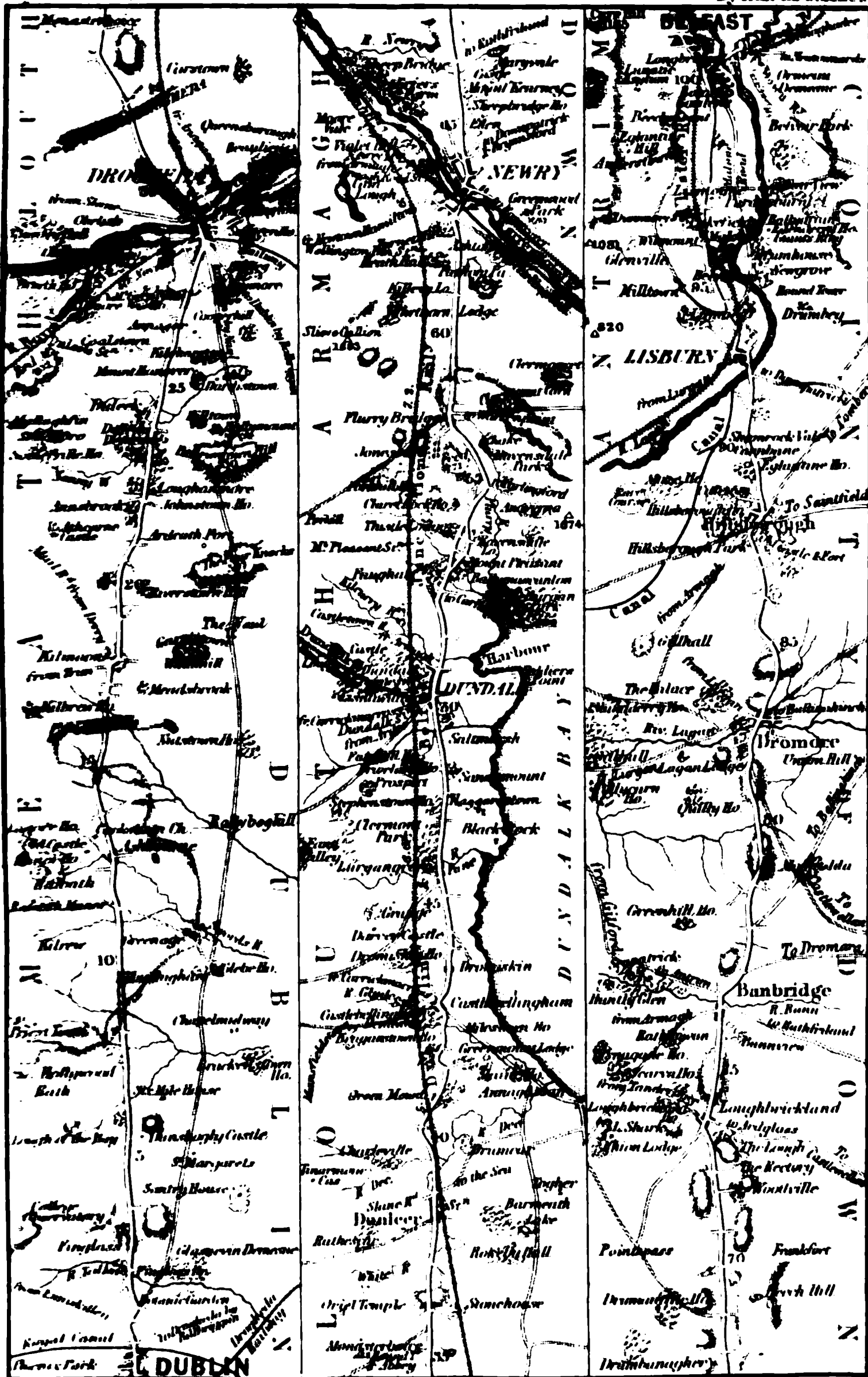
tions of country which adorns the shores of our sea-girt isle; and from the height which the railway generally maintains, the traveller commands good views of both sea and land as he is swept along.

Referring the tourist to the more detailed notices of the country from Dublin to Malahide, as given in the description of the Environs of Dublin, pp. 59–64, we would here briefly recapitulate, that for about six hundred yards, the railway traverses a low tract, by means of a viaduct. It then crosses the Royal Canal, by a lattice beam bridge, 140 feet span—the first of these structures erected in Ireland. Soon after, it enters the Bay of Clontarf, across which it is carried by an

DUBLIN TO BELFAST.

By Road 118 St. Miles

By Rail 113 St. Miles



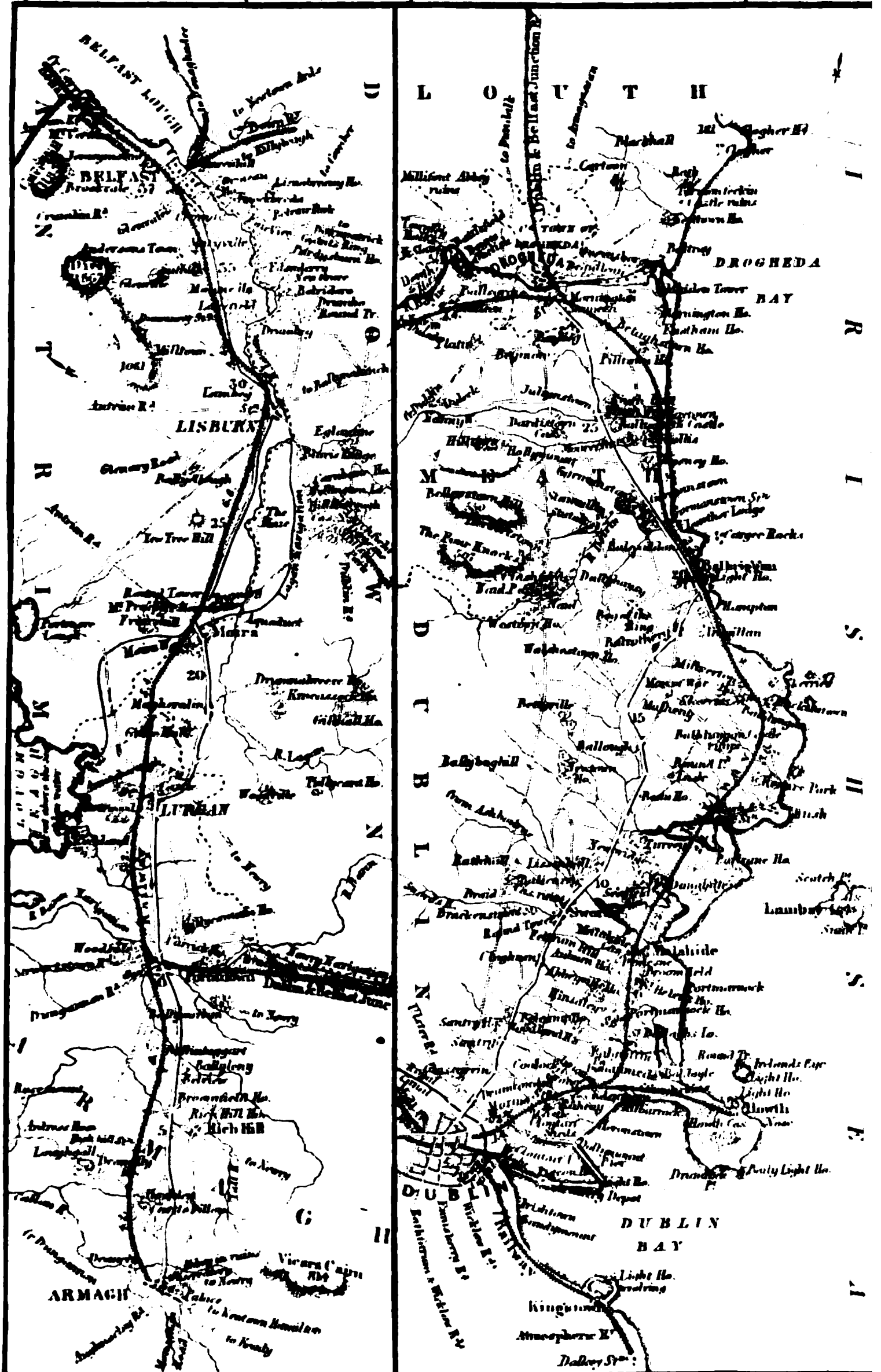
ARMAGH TO BELFAST. DUBLIN TO DROGHEDA BY SWORDS.

By Road 38 1/2 St. Miles

By Rail 35 1/2 St. Miles.

By Road 30 St. Miles

By Rail 32 St. Miles



embankment about twenty feet in height.

From this embankment, particularly from the part which crosses the Bay of Clontarf, magnificent views are obtained, on the one hand, of the city, the bay, the peninsula of Howth, Kingstown, the southern suburbs of the metropolis, and of the mountains of Dublin and Wicklow, which finely terminate the scene; and, on the other hand, of the villa-clad plain, among which *Marino*, the seat of the Earl of Charlemont, with its fine Grecian temple, is the most remarkable.

From the undulating nature of the surface between the Clontarf and Howth stations, a series of cuttings and fillings, as they are termed in railway phraseology, are travelled over. The former are chiefly remarkable from the facility they afford of studying the stratification of the calp series, the rock of the district; and from all the higher and intermediate parts of the line, the beautiful scenery of which we have just noticed, as well as the peninsula of Howth and Ireland's Eye, the very picturesque islet adjacent thereto, are seen under various modifications.

For description of Malahide and its neighbourhood see pp. 59–60.

In crossing the shallow inner bays of Malahide and Rush, which, considering their extent, might, long ere this, have been easily rescued from the influence of the tidal wave, good views are obtained of the fine tracts of country travelled through, and of the ancient Round Tower of Swords, which, together with the town, have been noticed in page 59. And from the neck of land lying between the above bays, *Portrane*, the seat of Mrs. Evans, remarkable from its modern round tower, is passed on the sea side, and *Newbridge*, the seat of Mr. Cobbe, on the other.

About a mile to the west of the Rush station, are the church ruins

and ancient Round Tower of Lusk. The former, supposed to have been erected on the site of an ancient abbey, presents some architectural features of a very unusual character. On the floor of the building is the fine monument of Sir Charles Barnwall; and there are also several tombs in this and in the other parts of the church.

At the west end is an ancient square tower, beneath which is a crypt. The three angles of the towers are flanked by small attached round towers; close to the fourth angle, but detached, is one of the ancient round towers, the whole forming a very remarkable group. At a short distance from the station, on the road leading to Rush, is *Beau*, the residence of Mr. Smith.

Rush, which is about two miles from the station, and near the shore, principally consists of one street, of nearly a mile in length, which runs along a slightly elevated sandy ridge from the chapel to the pier. The dwellings, which consist of a mixture of thatched cabins and slated houses, are very irregularly built, and are principally inhabited by poor people, who are occupied in fishing and tilling their little spots of land. In the vicinity of the town, for some distance on either side, and along the shores, there is a considerable extent of reclaimed sand-banks, held in small patches by poor people, who raise, by the application of seaweed as a manure, large quantities of the earlier sorts of potatoes for the Dublin markets, also carrots, mangel-wurzel, rye, &c.

Close to the town is *Kenure Park*, the seat of Sir Roger Palmer, Bart., the principal proprietor of the immediate district, where a fine mansion has lately been built, and corresponding improvements effected in the grounds.

In the demense are the ruins of the old church of Kenure, the resting place of the Palmer family, which contains a monument to

George Hamilton, the fourth Baron of Strabane. There are also the fragments of an ancient castle at a short distance from the church.

About a mile north-east from the Rush station, on the ridge of fertile land which stretches from the coast near Skerries to the Man-of-War hill, are the conspicuous church and castle ruins of Baldangan. This building is supposed to have been founded by the Barnwall family late in the thirteenth century, and to have passed by marriage to the family of De Bermingham. It was originally a spacious structure; but all that now remains are the tower and portions of the church, and some fragments of the outer walls and towers of the castle. From the elevated land on which the ruins stand, and still better, from the top of the church tower, which is easy of access, a fine view of the bay, coast, and rich country lying around is easily obtained.

The island of Lambay lies about three miles south-east of Rush. Its outline is very irregular; the west and south sides are concave, and worn by the action of the waves into innumerable little creeks and bays; and on the north-east angle of the island, the bold cliffy shores rise to a very considerable elevation. It is about a mile square. Though generally rocky, it contains a considerable extent of good pasture, attains an elevation of 418 feet, and is a very remarkable feature along this line of coast. There is a coast-guard station on the island, and on the north-west or Scotch point, on a cluster of rocks called the Tailors, is a beacon. To the south of these rocks is the small harbour, enclosing three acres. There are about one hundred inhabitants; the proprietor, Lord Talbot de Malahide, occasionally visits the island, when he resides in the ancient, small, polygonal castle said to have been built by John Challoner about the middle of the sixteenth century.

Mr. Dalton, in his History of the County of Dublin, states, that so early as the days of Pliny, Lambay was known by the name of Limnus, or Limni; and that, in 1184, Prince John bestowed it on the see of Dublin, an endowment which Pope Clement the Third confirmed in 1188. In 1551 it was, with the consent of Christ's Church, let to John Challoner, and in the time of Elizabeth, to Sir William Ussher, ancestor to the celebrated primate Ussher. The latter is said to have retired there during the continuance of a plague in Dublin, and during his abode to have composed some of his works. It is now, as we have remarked, the property of Lord Talbot de Malahide. Lobsters and crabs are caught in considerable abundance on the rocky ground around the island.

Delightfully situated on the shore, and about half a mile from the Skerries station, is Skerries, the largest fishing town on this part of the eastern coast. It has a clean, cheerful appearance; and the main street, which is wide and irregularly built, is nearly a mile in length. It contains a church, small Methodist meeting-house, R. C. chapel, a small inn, and several public houses and retail shops. A few years ago it possessed eighty fishing smacks and wherries—that number, we regret to state, has been considerably reduced. At the point of a little peninsula close to the town there is a good harbour, which affords shelter to the fishing vessels of the place, and occasionally to those of the neighbouring small ports. Opposite to the town, and from one to two miles from the shore, are three small but verdant islands, which add much to the beauty of the scenery. They are Shenick's island, Colt island, and Patrick's island. On the latter is a martello tower; Patrick's contains some remains of an ancient church; and on Colt island is a coast-guard

station. The islet of Rockabill, about a furlong in diameter, is four and a-quarter miles off the coast.

A good many of the inhabitants of Skerries are occupied in fishing, and tilling the little spots of land attached to the houses. As in the vicinity of Balbriggan, a number of females, in and around Skerries, are engaged in embroidering muslins for the Glasgow and Belfast manufacturers.

The country around the Skerries station is very fertile, and the surface is beautifully diversified. *Milverton*, the seat of Mr. Woods, is about a mile from the town. It occupies a conspicuous site, and commands good views of the beautiful country and coast around. In the fertile undulating grounds which lie to the south of Skerries, along the shore and close to the town, is *Hacketstown*, the residence of Mr. Johnston. Before reaching the small sea-port town of Balbriggan, *Ardgillan Castle*, the seat of Mr. Taylor, and *Hampton Hall*, that of Mr. Hamilton, are passed. These residences are finely situated on the bank rising over the railway, and command extensive views of the coast as well as of the Carlingford and Mourne mountains, which, under the influence of a clear sky, are distinctly seen from the banks as well as from many points of the railway between Balbriggan and Drogheda, springing as it were from the ocean about thirty miles to the north.

The small town of Balbriggan, so long celebrated for the excellence of its hosiery, with its neat modern church, commodious R. C. chapel, and snug little harbour and light-house is seen to advantage from the railway, which is carried by a viaduct considerably above its level; while the smooth but firm strand which stretches for miles on either side, the lovely marine scenery which the shores afford, and the fine fertile country lying

around, have long rendered this place attractive to bathers.

About four miles west from Balbriggan is the village of the Naul, with its castle ruins, church, and chapel. It is situated on the bank of the pretty glen that bears its name, and through which the Delvin stream, here forming the boundaries of the counties of Meath and Dublin, flows. On one of the rocky precipices which diversify the banks of the glen are the ruins of the keep of the ancient castle, formerly the seat of the Roches. *Westown*, the seat of Mr. Hussey, is a little above the village, and its plantations add much to the scenery of this romantic locality.

Proceeding to Drogheda, along the shore, at about two miles from Balbriggan, we cross the Delvin stream, leave the county of Dublin, and enter that of Meath. Near this point are the station and demesne of *Gormanstown*; the latter the fine seat of the Viscount Gormanstown; and through the long, straight, wooded avenue which leads close to the railway a view is obtained of the large baronial mansion. Adjoining *Gormanstown* are the village of Stamullen, and *Stidalt House*; and a mile from the latter, *Herbertstown*, the seat of Mr. Caddell. From the Gormanstown to the Laytown station the railway is continued along the shore, exhibiting, on the one hand, views of the coast, of the smooth, sandy beach which uninterruptedly extends from this point northwards to Clogher-head, a distance of twelve miles, as well as of the Carlingford and Mourne mountains, to which we have already adverted; and on the other hand, of the rich agricultural country which is limited by the chain of fertile hills, ranging in height from 400 to 600 feet, extending from the plain of Ashbourne to the valley of the Boyne, and containing many large and well cultivated farms, with their commodious steadings and appropriate dwellings.

At Laytown station the narrow estuary of the Nannywater is crossed, and the view up the winding valley through which that river so sweetly meanders, adorned as it is with the plantations of *Ballygarth*, the residence of Major Pepper, is very pleasing. Above *Ballygarth* is the hamlet of Julianstown, and near it *Smithstown* and *Durdistown*. Here the line leaves the coast, and sweeping more inland, runs between *Pilton*, the seat of Mr. Brodigan, and *Betaghstown*, with its adjacent villas. In connexion with *Betaghstown* we may here notice Mornington, an adjacent sea-side neighbourhood, which includes under its name a village, *Mornington House*, Mr. Brabazon, and *Little Mornington*; and from which the first Earl of Mornington, the father of the illustrious Duke of Wellington, took his title. This locality is marked by the Maiden Tower, a rude structure on the coast.

Leaving the village of Donacorney on the sea-side of the line, and passing Calp church, we soon reach

DROGHEDA,

the station here forming the terminus of the Dublin and Drogheda Railway, from which the branch line to Kells diverges, and where the Dublin and Drogheda and Dublin and Belfast Junction Railways join.

The station immediately adjoins the town on its southern side, and stands but a few yards from the southern extremity of

THE BOYNE VIADUCT,

by far the most important structure of its description that has yet been erected in Ireland.

Crossing the Boyne at the eastern side of the town, an iron superstructure, consisting of three lattice beams, 550 feet in length, is carried across the river, at a height of 90 feet above spring tides, by four lofty and symmetrical piers,

forming three vast spans, of which the centre is 250, the others 125 feet each. The approach from the southern or Meath side, is by twelve semicircular arches, of 60 feet span; and from the Louth or northern side, by three arches of similar description. A little further on the northern side is the Newfoundwell viaduct, an exceedingly picturesque and striking structure, consisting of five lofty semicircular arches, of 45 feet span, built in massive rubble masonry; its semicircular piers, which are carried high above its level, and its massive parapets being castellated and embattled. The structure is in perfect keeping with the ancient and interesting St. Lawrence gateway, which once formed a portion of the defences of Drogheda.

The viaducts, which were designed by Sir John Macneill, and executed by Mr. Evans, by whom the Conway tubular bridge was erected, are, with the connecting embankments, 3,359 feet in length.

From the above may be obtained the best views of the ancient town of Drogheda, the lower extremity of the valley of the Boyne, on which it is seated, and of the immediately adjacent country round.

Drogheda is situated on the river Boyne, about four miles from the mouth of its estuary. The portion of the town on the south of the river appears naturally to belong to the county of Meath, and that on the northern bank to the county of Louth. The town, however, with a portion of the immediate country on both sides of the river, forms a county itself, into which it was erected by a charter from Henry the Fourth, and still has its separate assizes. Ecclesiastically, at an early period, it appears to have been a place of note; and politically, to have occupied a conspicuous part in history, from 1220, when Henry the Third retained in

his own possession the town and castle in the renewed grant of Meath made to Walter de Lacy, down to the memorable battle of the Boyne, which, in 1690, was fought in its immediate vicinity. It appears also to have suffered much from the desolating wars that preceded; particularly in 1649, when Cromwell, after a siege of two days, put the whole garrison—more than 3,000, most of them English—to the sword, with many of the citizens.

According to Mr. Dalton, the author of a history of Drogheda and its environs, the area enclosed within the walls was 64 Irish acres; and of these fortifications, the most remarkable remnants are St. Lawrence's Gate and the West Gate. The former, which consists of two circular towers, with a connecting curtain wall over the arch, is a fine specimen of ancient military architecture. Among the ecclesiastical ruins, the church of St. Mary's and the Magdalene steeple, a remnant of the church of the Dominican friary, are the more remarkable. In many of the older parts, the streets and lanes are very narrow, and some of the old houses, with their high gables, rude carving, and projecting stories still exist; and like all fortified towns, the various buildings were huddled together, so as to be under the protection of the walls, without much regard to order or convenience. In the modern parts, however, matters are better ordered. Still there is a strange mixture of houses and mercantile stores—the latter, in many places, very inconveniently situated.

The county and municipal buildings, including the tholsel, gaol, &c., present little to attract the attention of the traveller. To these we may now add the union workhouse. The churches are St. Peter's, a handsome and substantial Grecian structure, with a tower surmounted by a spire, and, from its site and elevation forming one of the most

remarkable objects in the town; St. Mary's church, a modern edifice; and St. Mark's, a chapel of ease to St. Peter's.

The principal R. C. chapels are St. Peter's, a large structure, and St. Mary's.

There are places of worship for Presbyterians and Wesleyans.

There are three friaries, dedicated respectively to St. Francis, St. Augustine, and St. Dominick. Two nunneries, one dedicated to St. Dominick, the other to the Blessed Virgin, and both devoted to religious instruction. The Dominican convent, beautifully situated in the environs, has a department for the instruction of young ladies, and a very elegant chapel.

Among the schools are one of the four classical academies under the trustees of Erasmus Smith's charity. There are also various alms-houses, a dispensary, and an infirmary.

The religious foundations were very numerous, and of them there are some remains: on the north side of the river are those of the Augustinian priory, of which the steeple is standing; the ruins of the old church of Spillary, and of the Dominican abbey; and in its remains, consisting of a square battlemented tower, is a breach said to have been made by Cromwell's cannon.

There are two small barracks—the one on the south side of the river Boyne, which adjoins Richmond fort, which commands one of the best views of the town and surrounding country. The said fortress, according to the Annals of the Four Masters, was the mound of the grave of the wife of Gobham.

In the ruins and ancient buildings of Drogheda there is much to interest the antiquary; and though it contains no fine streets, and few public buildings worthy of notice in an architectural point of view, there are in its banking offices and hotels, in its spacious corn-market, large cotton spinning, flax spinning, and

corn mills; extensive grain stores, salt works, tanneries, distillery, brewery, soap and candle manufactories, what are of far more importance to it as a town: and, if to these we add the large and increasing export trade, the steamers which ply regularly to and from Liverpool, the improvement of the harbour, the villas which are springing up in the environs, we have abundant proofs of its growing importance. There are several steam vessels belonging to the port, and the trade with Liverpool is increasing rapidly.

Drogheda is one of the largest grain and provision markets on the eastern coast, and considerable quantities of the corn purchased in Navan, and other inland towns, are conveyed to Drogheda by the Boyne, which has been rendered navigable for lighters of seventy tons burden, and also by the railway.

Like all our larger rivers, the Boyne, from natural causes, increases in volume and in beauty as it approaches the ocean; and these remarks are evidenced ere it pays its ample tribute to the main. From its augmentation by the Blackwater, at Navan, down to the estuary at Drogheda, the scenery of the Boyne is beautiful, whether it flows between sylvan banks or sweeps around verdant leas. And it so happens that the historical associations connected with this river incidentally increase in a similar degree; some of them arising from events of a comparatively recent date, others carrying us back to the most remote periods of time.

THE BATTLE OF THE BOYNE.

This battle, the issue of which sealed the expulsion of the unfortunate house of Stuart from these realms, was fought on the first of July, 1690, on the banks of the Boyne, about three miles above the town, between James the Second and his son-in-law, William the

Third. The army of James, amounting to 23,000 men, was posted on the right, or southern bank; that of William, numbering 36,000 men, on the left, or northern.

At that time, as now, with the solitary exception of the bridge at Slane, there was no communication across the Boyne between Drogheda and Navan, a distance of sixteen miles; but in summer the river was fordable at Oldbridge, Rosnaree, and Slane. William's plan of operations, was to despatch, early in the morning, 10,000 men, under the command of General Douglas, to effect a passage at either of the above fords, attack the enemy's left wing, and cut off their communication, while he forced a passage at Oldbridge and attacked their main body. The plan succeeded. James's army was defeated; but his generals secured an orderly retreat upon Duleek, while he fled to Dublin, and thence to Waterford, where he embarked for France, and bade adieu to these kingdoms for ever. The loss sustained by the army of James is stated to have been upwards of 1,000, while that of William did not exceed 400; among the latter was the Duke of Schomberg, who is said to have been shot by mistake by the soldiers of his own regiment, as he was fording the Boyne.

A handsome obelisk, erected to the memory of the Duke of Schomberg, with a suitable inscription on its base, built on a knoll which rises over the Boyne, nearly opposite to Oldbridge House, marks out the spot where William, with his main body, crossed the river; and the ruins of a small church, near the summit of the opposite heights of Donore, points out the encampment of James's army, where the deposed monarch slept the night before the engagement, and where the final onset was made.

Adjoining the obelisk, on the left bank of the Boyne, is the entrance to *Townley Hall*, the richly

wooded seat of Mr. Balfour; and on the opposite bank is *Oldbridge*, the beautifully situated residence of Mr. Coddington. About two miles and a-half above the latter, and five and a-half from Drogheda, near one of the upland roads leading to Slane, and on the left bank of the Boyne, is *Dowth*, formerly the seat of the noble family of Netterville, and now that of Mr. Gradwell. In the lovely undulating grounds of this demesne are the ruins of an ancient church and castle—the former being the burial-place of the Nettervilles; the latter, once their residence, but now an alms-house, endowed by the late viscount, for six aged women and six children. There are also some Druidical remains, and a large ancient moat, the summit of which is 286 feet above the sea level, and from which you command a view to a great extent of the fine country on every side.

In connexion with the moat of Dowth, we may here direct the attention of the tourist to the moats of New-Grange and Knowth—that of New-Grange being the largest and most remarkable of these pagan sepulchres, covering about two acres; for on this, the origin and use of these remarkable tumuli, antiquarians now agree. These moats have been opened and explored, remotely and recently, their passages, chambers, and recesses minutely examined, and the accounts published at length in the *Transactions of the Royal Irish Academy*.

New-Grange and Knowth lie to the west of Dowth, and the three are, respectively, from a mile to a mile and a-half apart.

It would appear from a work compiled at Clonmacnoise, in the twelfth century, that long anterior to the English invasion there were several royal cemeteries in Ireland, and that the most extensive of them all was in and around the mounds we have just enumerated, as is evi-

dent from the number of sepulchral tumuli, large and small, which here abound.

We refer all those, however, who are interested in this department of Irish archeology, as well as those who wish to become acquainted with the scenery of the Boyne and its historical associations, to the second edition of "*The Boyne and the Blackwater*," by Dr. Wilde—a work replete with information on these subjects.

There is no part of the scenery of the Boyne more beautiful than from Oldbridge to New-Grange; nor is there any part displays the sylvan honours of Dowth and Oldbridge better than the path which for so far is connected with the Boyne navigation. Here the high-wooded banks of Dowth and the long graceful sweeps of the Boyne are seen to great advantage.

About five miles and a-half from Drogheda, near the road leading to Ardee, are the ruins of Mellifont Abbey, "the first erected by the Cistercians, the great church builders of the middle ages." They are picturesquely situated in a romantic valley, which is watered by the Mattock stream, one of the tributaries to the Boyne, and here the demarcating line of the counties of Louth and Meath. The abbey appears to have been founded in 1142, and its extent, influence, and endowments afterwards greatly increased. At the dissolution of the monastic establishments, the abbey and its possessions were granted to Sir Gerald Moore, ancestor of the Marquess of Drogheda, who converted part of the building into a place of defence. It suffered much from subsequent sieges; but continued to be the residence of the Moore family, till they removed to Monasterevan, in the county of Kildare. Of this once celebrated abbey, all that now remains are parts of the gateway, defence tower, the baptistry, and St. Bernard's chapel. They are

sufficient, however, to attest its former importance, and to excite feelings and reflections connected with it, either as the seat of piety and learning, or of feudal power. The above remnants, the modern mill and offices, with the stream which drives the machinery running under the ruined arch, and the old church and cemetery on the adjoining hill, form a picturesque assemblage of objects. The Hill of Louth, which, at half a mile distant, rises 399 feet above the sea, marks out this interesting spot for many miles around, and affords an extensive prospect of the country lying around, including many of the scenes which we have lately noticed.

About three miles north-east from the Abbey of Mellifont, and five and a-half from Drogheda, and near the high road leading to Dunleer, are the ruins of Monasterboice, founded, it is said, very early in the sixth century. "They consist of two small churches, a round tower, and three magnificently sculptured stone crosses, standing in the midst of a crowd of tombs and headstones of various ages. Both the churches are of great antiquity, though, as their architectural features clearly show, of widely-separated ages—the larger one exhibiting the peculiarities of the ecclesiastical structures of the twelfth century, and the smaller those of a much earlier date. Both are also simple oblongs, consisting of a nave and choir, and the round tower appears to be of coeval architecture with the earlier church. The circumference of the tower is fifty-one feet, and its height is one hundred and ten, but its original height was greater, as a considerable portion of its top has been destroyed by lightning. Of its subsequent history but little is preserved, beyond a few scattered records of the deaths of several of its abbots anterior to the twelfth century."

About two miles to the north-

west of Drogheda, on the road leading to Dublin *via* Ashbourne, is *Plattin*, the residence of Mr. Gradwell, and near it Baybeg and Baymore; at five miles Duleek, an insignificant hamlet, but, historically, an important locality. Here, in 450, St. Patrick erected the first stone church ever built in Ireland; and here its morasses aided in the retreat of the Irish army after the battle of the Boyne, and the escape of the last of the Stuarts. *Duleek House*, formerly a seat of the Marquess of Thomond, adjoins the town.

Bellewstown Hill is five miles due north of Drogheda, near the road leading to Dublin. It is a conspicuous feature, from its elevation, (530 feet), and remarkable from its fertility and the prospects which its summit affords of the very rich country lying around, as well as of the sea and its peculiar scenery.

The south side of the estuary below Drogheda we have noticed generally in approaching the town; on the north side are several villas and groups of cottages; and at a mile and a-half east from Drogheda is *Newtown*, the seat of Mr. Donagh. At two miles, close to the banks of the Boyne, are *Beaulieu*, the venerable residence of Mr. Montgomery, and the neat hamlet of Queensborough. *Beaulieu* was in former times the seat of the Plunketts. At three and a-half miles, on the sandy beach which for several miles sweeps round the shores of the mouth of the Boyne, is the small straggling village of Bantray; and at four and a-half miles the village church and castle ruins of Termonfeckan; near which are *Newtown House*, the seat of Mr. M'Clintock, and *Rath*, Mr. Brabazon. This place appears to have been at a remote period a place of some importance in an ecclesiastical point of view. "The manor anciently belonged to the see of Armagh, and the archbishops formerly resided here for three months of the year,

in a palace which, till very recently, formed an interesting feature in the village. Primate Dowdal was interred here in 1543, and the last of those prelates that resided in the palace was the celebrated Ussher, who died in 1617."

Three miles from Termonfeckan, on the shore, and seven and a-half from Drogheda, is the rocky promontory of Clogher Head, which, although it only rises 181 feet, is a striking feature from the adjoining flat sandy beach. Near Clogher Head is the straggling village of Clogher, which, in the bathing season, is considerably resorted to by the middle classes of the more inland parts of Meath and Louth. Three miles and a-half from Drogheda, on the road leading to Annagassan by the village of Togher, is *Cartown*, the residence of Mr. Chester; and at five *Blackhall*, the seat of Mr. Pentland.

In proceeding from Drogheda to Dundalk, the tourist will readily perceive the change which takes place in the aspect of the country, on crossing the Boyne. The limestone formation is succeeded by the silurian, in which we continue till we meet the granite rocks between Dundalk and Newry. The deep and rich champaign lands, and undulating fertile hills are succeeded by poorer, shallower soils, more elevated and more rocky. These heights on either hand limit the prospect from Drogheda to Dunleer, the more inland of which, attaining an elevation of 789 feet, are generally known as the Collon hills. From various parts of the railway views are obtained of the Carlingford and Mourne mountains, which, extending for twenty miles, seem to form one grand continuous line, and enable the tourist to trace out the bold—the magnificent shores of Carlingford Lough.

The improving village of Dunleer is pleasantly situated in a sheltered valley, and watered by the White

river, a small stream falling into the Dee a few miles onwards. Dunleer contains a church, chapel, and an extensive flax-dressing factory. From the elevated platform of the station a view of the village and country around is obtained.

About two miles south of Dunleer is *Stone House*, Mr. Chester; at two and a-half miles to the south-east is *Rokeby Hall*, the fine seat of Sir John Robinson, Bart., and at two to the east, is *Barmeath*, the beautifully situated demesne of The Lord Bellew; at four, the small village and church of Togher; and at seven, close on the shores near Dunany Point, is *Dunany House*, the villa of Lady Bellingham. On the elevated grounds, about two and a-half miles west of Dunleer, are seen the plantations of *Rathescar*; and at four, on the south-west, those of *Oriel Temple*, the seat of Viscount Massereene. At two and a-half miles north from Dunleer, and near the rail, are *Drumcar*, the seat of Mr. M'Clintock, and *Charleville*.

The Castlebellingham station is about two miles to the west of the village of that name; and near to *Braganstown*, the seat of the Rev. Mr. Garston. *Greenmount*, the residence of Mr. Macan, is about one and a-half miles to the north of the station, and two and a-half miles on the shore are *Annagassan House*, village, and corn mills, the village being close to the strand. A little below the latter are the small rivers Dee and Glyde, which run through the centre of Louth, and more remarkable from the injurious effects of their stagnant waters than from the beauty of their streams, fall into the sea.

The village of Castlebellingham is situated in a very fertile part of Louth, and watered by the river Glyde, one of its principal streams. It has long been celebrated for the excellent ale made in the large adjoining brewery, contains a re-

markably neat church, a comfortable inn, where post horses and carriages can be hired, and several very picturesque cottages. *Castlebellingham*, the handsome seat of Sir A. E. Bellingham, Bart., adjoins the town, and the manner in which the demesne is kept, and the fine old yews and other trees which it contains, adds much to the appearance of this very pretty village. Every one interested in the improvement of the country, including the social state of its inhabitants, will be delighted with the appearance of *Castlebellingham*, and the fertile country around it.

Adjacent to the village is *Milestown*, the seat of Mr. Woolsey, a place long celebrated for the superiority of its farming and the excellency of its live stock.

As we proceed to Dundalk the country improves in cultivation, and increases in its natural fertility and beauty. At two miles from the *Castlebellingham* station we pass on the sea-side of the railway and close to it, the hamlet of *Dromiskin*, with its church, chapel, and ancient round tower. The latter, which is but a fragment, is the fourth of these singular structures which we have noticed in connexion with our route between Dublin and this point, viz.:—at *Swords*, *Lusk*, *Monasterevec*, and *Dromiskin*. A little beyond this; on the opposite side of the railway, are *Milltown* and *Darver Castles*; and at three miles, *Corderry*. Crossing the *Fane* river, and the marshes of *Lurgan-green* (a village close on the shore), at four miles from the station, we skirt *Clermont Park*, the demesne of Lord Clermont, leaving *Fane Valley*, the seat of Mr. Fitzgerald, and *Stephenstown*, that of Mr. Fortescue, about two miles to the west. These two demesnes are watered by the *Fane*, there an interesting river.

Before reaching the Dundalk station the southern acclivities of the

Newry and Carlingford mountains are finely displayed. The station is close to

DUNDALK,

the county town of Louth, situated at the head of a small inlet running in off the bay, called the harbour, where the *Castletown* river meets the tide-water. Being the outlet for a great part of the produce of Louth, Monaghan, and Cavan, a considerable trade is carried on in the purchase and export of corn and live stock; the export trade being principally effected by steamers, which ply regularly to Liverpool. In addition to a large retail trade there are three branch banks, a large distillery, two breweries, and a small pin manufactory, established in 1836; and the harbour has been much improved, of late years, under the direction of Sir John Macneill. The town, which sends a member to the imperial parliament, consists principally of two long streets, intersecting each other in the market square, in which there are many good houses and extensive retail shops. But in common with all our larger towns, Dundalk has its due proportion of wretched lanes, and miserable suburbs.

The chief county and municipal buildings are, the court-house, gaol, infirmary, and guildhall. The ecclesiastical buildings are, the large old parish church, and fine modern R. C. chapel. There are also small Presbyterian and Methodist meeting-houses, various public schools and charitable institutions. There is a large cavalry barrack on the shores of the harbour, a little below the town; and at the entrance of the harbour, at *Soldier's Point*, which is two miles from the town, is the coast-guard station.

Dundalk House, the seat of the Earl of Roden, to whom the town and a considerable extent of the adjacent lands belong, adjoins the

town, and through the demesne the inhabitants enjoy the liberty of walking.

There are the ruins of a Franciscan friary on the east side of the town, consisting of the tower, a lofty, square building; and in the vicinity are the remains of a Druidical circle.

The historical records of the town from 1180, when John de Courcey made his first hostile appearance, down to 1669, when Colonel Monck surrendered the town to Cromwell, presents little but a succession of feuds and incursions, nor does it appear to have been a place of any importance till of late years.

No one alive to the beauties of nature can fail to be struck with the sudden and striking change in the features of a country as exemplified, by contrast, around Dundalk. Here, an extensive, fertile, and comparatively low district, is at once terminated by a bold and varied range of mountains, springing from the ocean bed about 2,000 feet above the surface of its waters; and, in this range, there are remarkable peculiarities arising from the sea which laves their base, the rich intervening foreground, and the shape and surface of the frontier hills.

Immediately around Dundalk the country is generally flat and marshy, particularly towards the sea; but, on the north, it is more diversified and elevated, the elevations blending with the hills, which unite with the mountains. Westerly, the less elevated ridges mingle with some of the richest lands in Louth.

Adjoining Dundalk House is *Lisnavalley*, and near the town is *Fairhill*. Between two and three miles from the town, on the road leading to Carlingford, are *Ballymascanton House*, the residence of Mr. M'Neill; *Mountpleasant*, that of Sir John Macneill; and the villas of *Strandfield* and *Faughart*; and at four miles *Bellurgan*, the seat of Mr.

Tipping. This demesne includes one or two of the frontier hills to which we have just alluded; but they stand out as distinctive features from the others by the trees with which they are clothed.

Faughart, at a very early period, was remarkable for its military exploits and religious establishments. Here, in 1316, Edward Bruce, brother of King Robert, was defeated, slain, and, it is said, interred.

On the high road to Newry which runs through Ravensdale, another of the glens penetrating the mountains, at four miles from the town, we pass *Anaverna*, the prettily situated residence of the late Baron M'Clelland; and, leaving the lower end of the dale, which contains several neat villas and bleaching greens, about a mile to the right, we reach *Ravensdale Park*, the seat of Lord Clermont. This beautiful park occupies two miles in length of the upper part of Ravensdale, and its woods cover the acclivities which unite with the higher summits. The modern mansion occupies a projecting terrace on the east side of the dale; and commands views of the valley and its western boundaries. Clermont Carn, the summit of which is 1,674 feet, and one of the highest in the Carlingford group, rises immediately over the house; and the planted slopes of Feede-hill, on the opposite side, attain an elevation of 771 feet. The demesne is watered by the small river Flurry, which, in its windings through the dale, supplies a little lake in the grounds, and turns the wheels connected with some of the bleaching greens lower down the valley.

Though there is nothing even approaching to sublimity in the scenery of Ravensdale, yet there is no place on this line of road presenting such a display of bold and picturesque features.

At the head of the demesne of

Ravensdale we reach the hamlet and post-office of Flurrybridge, where the roads to Rosstrevor and Carlingford branch off. The village of Jonesborough, which was burned by the insurgents in 1798, lies a little to the left, on the old Dundalk road.

The mountains, generally included under the Newry and Mourne range, which form so grand a feature for many surrounding miles of sea and land, and whose more southerly limits may be said to commence at Dundalk, hold generally a bearing from east to west. That is, they rise from the sea at Dundrum bay, where Slieve-Donard, the highest of the chain, lifts his conical head 2,796 feet above its level, and they extend westerly to the vicinity of Castleblaney, where Mullish, whose summit is only 1,054 feet, blends with the lesser hills which pervade nearly all Ulster.

These united mountain chains, of thirty-two miles in length, are intersected by several transverse valleys, whose depth and character vary with the altitude of the summits they penetrate. And through one of the mountain glens, namely, that running along the eastern side of Slieve-Gullion, the railroad from Dundalk to Newry is carried.

The higher and greater part of this mountain range is of the granitic formation; and at five miles from Dundalk we meet that rock, having been duly apprised of its proximity by the boulders strewn around. In this formation we continue till we meet the Newry station, a distance of twelve miles, when we re-enter that of the lower silurian.

The elevated moorland through which we pass, from the vicinity of Jonesborough station to that of the town of Newry, is characterized by much of that wildness and sterility peculiar to similar geological formations. We soon pass to the westward of Slieve-Gullion, the only mountain in the county of Armagh.

It attains an elevation of 1,893 feet, and, from its position, is a striking feature for many miles around. Cultivation has made considerable advances along the base of its acclivities; and among the more remarkable improvements are *Hawthorn Lodge*, the residence of Mr. Chamber, and *Killery*, that of Mr. Foxall. These seats form conspicuous features in this wild moorland district.

On clearing the mountain-pass a magnificent prospect gradually discloses itself—a prospect embracing one of the finest, fairest, and most thickly inhabited portions of Ulster, and the first view obtained of the cultivated parts of that province.

How striking is the contrast between the vast, waving, fertile plain, teeming with a thriving population, before us, and the dreary mountain moorland we have just emerged from; and how different the countries lying on either side of the mountain range. From Dublin, on the south side—indeed, from the foot of the Dublin mountains to the base of the Carlingford range—the surface is disposed in extensive champaign tracts, through which intervene prolonged ridges and gently swelling hills; while on the north side it appears, from the elevation of the railway, as a vast plain regularly studded over with little hills. In reality, the densely peopled tract of country we look over from the railway, partakes of that hilly surface so common to all the cultivated lands of Ulster. Enough exists, however, to evoke other contrasts as well of the physical features of the districts as of the moral condition of the inhabitants, the dissimilarity of their social state, their difference of race, of religion, and of language;—but, these subjects lie far beyond our range.

The railway runs near Newry, at a very considerable elevation above the town, and commands a prospect embracing a large proportion of the county of Down, Carlingford lough.

with its lofty boundaries, and, generally, the Mourne and Carlingford mountains.

The town of Newry, occupying a sheltered part of the valley, whose name it bears, lies under our feet, the broad canal and tidal river running through it; the villas scattered along the acclivities of the mountains, which limit the valley; the improved culture, which is so apparent on every side, are all seen from the bank immediately under the railway, and, generally, from the railway itself. In the descent from the summit level of the railway down to the Gorah Wood station, a distance of three miles, extensive views are obtained of the fine country to which we have just referred, and of the mountain ranges in their most imposing form. Craigmore, one of the widest and deepest ravines yet subdued by railway enterprise, is crossed in this descent by a viaduct, whose length is about 2,000 feet, and maximum height 110. It consists of a series of eighteen arches, of fifty feet span, their height varying from fifty to one hundred feet. But it is only from below that this stupendous structure is seen to advantage; and here also the most interesting views of the country beyond are seen through the arches. At Gorah Wood, the railway to Newry joins; it is three miles in length, and the only way of reaching Newry by rail is from this point.

NEWRY,

situated on the confines of the counties of Down and Armagh, and watered by the small river bearing its name, here separating the above counties, and also the town into two portions—of which the part in Down is the most considerable. Newry is six and a-half miles from Warrenpoint, the head of Carlingford bay, up to which vessels of the greatest draught can sail—thence smaller vessels proceed by the Newry-water and ship canal to the

town; and, above that, barges ply by canal navigation to Lough Neagh. The entire length of the navigation, including Lough Neagh, is about forty-six miles. Newry is thus most favourably circumstanced for the export of agricultural produce, in the amount of which it ranks next (in the north of Ireland) to Belfast. The imports are very considerable. Steamers sail regularly to Liverpool and Glasgow, in addition to the vessels trading with America, the Baltic, and various parts of England. The stores are along the canal, and the place has some of the bustle and air of a seaport town. The principal manufactures of Newry are the flour and oatmeal mills in and around the town. To these we may add two iron foundries, a distillery, brewery, two salt works, and various other small branches of manufacture connected with ship building. The retail trade is extensive, as there are no towns of any importance in the populous surrounding country nearer than Dundalk and Armagh.

The general appearance of Newry is better than many of our towns: the older parts, however, were irregularly and badly built on the side of a ridge; but the modern streets, on the low grounds, are more spacious, and contain good houses and shops. Among the various places of worship—which consist of two churches, two chapels, three meeting-houses for Presbyterians, two for Methodists, and one for Independents—the church of St. Mary's, the neighbouring R. C. chapel, and the Unitarian meeting-house are the more remarkable; they are handsome, modern erections, built in the pointed style of architecture. In the union workhouse, various schools, hospitals, and municipal offices connected with the town, there is little to demand particular notice.

The Annals of the Four Masters notice a monastery here, in which was a yew tree planted by St.

Patrick, and the next intimation is the foundation of an abbey, in 1157, by Maurice M'Loughlin, the charter of which is said to be extant. Newry, from its situation in the pass between the Slieve-Donard and Slieve-Gullion groups of mountains, was, in remote periods, a place of great importance. After various subjugations, feuds, and incursions, as narrated in its history after the English invasion, the town, with the exception of a few houses and the castle which guarded the pass, was burned in 1689, by the Duke of Berwick; and it was not till the middle of the last century, when commercial enterprise, aided by the government, opened the navigation to Lough Neagh, that the foundation of its present improvement was laid.

The country around Newry is highly interesting, and presents scenes of the most varied and opposite character. On the north side lies an improved agricultural district, adorned with numerous villas and bleaching greens. On the west, near the town, is that portion of the Slieve-Gullion group called the Newry mountains, which attain an elevation of 1,385 feet; and afford extensive views of the town and all around it. On the east are the hills that unite with the Mourne mountains; and on the south lies the beautiful sea lough bounded by the Carlingford mountains.

From many of the hills around Newry, but particularly from the heights above the Gap of Barnish, on the road to the village of Forkill, a good view is obtained of the town, the valley in which it is situated, the lough, the course of the river, the canal, and the adjacent mountains.

By the railway, which runs from Newry to Warrenspoint, Rosstrevor, though actually nine miles distant from the former, is soon reached. The railway runs along the picturesque and beautiful banks of the fine

tidal river, commonly called the Newry-water, passing, at four miles from Newry, *Narrow-water*, the beautiful seat of Roger Hall, Esq. A handsome Elizabethan mansion has lately been erected here, and the finely-wooded grounds of the demesne stretch for two miles along the river banks. At five miles we pass the ferry of *Narrow-water*, where boats ply regularly, and connect the roads from Flurrybridge and Carlingford with those on this side of the river. Near the ferry are the ruins of *Narrow-water* castle, supposed to be the remains of a fort erected by the Duke of Ormonde, in 1663, to guard the pass. The river is here contracted by the protruding rock, from which rise the massive walls of the ancient military defence.

The small town of Warrenspoint, which is about a mile and three quarters below *Narrow-water* ferry, is delightfully situated near where the estuary of the Newry-water merges into Carlingford lough, one of the most lovely of all our sea bays, and the first harbour of refuge to the north of Dublin. Warrenspoint has sprung up since 1780, and contains several streets radiating from a square on the shores of the bay. This rapid increase is wholly owing to the beauty of its situation, and the numerous attractions which it offers for bathing and recreation. It may be considered as the principal port of Newry, from which it is six miles and three-quarters distant, the estuary being unfit for steamers, and other vessels of heavy burthen. Here the steamers, which ply weekly to Liverpool and Glasgow, and other large ships, load and receive their cargoes; great quantities of agricultural produce are exported, and British and foreign goods received in return. Warrenspoint has also its church, meeting-houses for Presbyterians and Methodists, and a large chapel for Roman Catholics; and under more liberal en-

couragement, this town might be rendered a place of much more importance.

The bay of Carlingford, or, as it is generally termed, Carlingford lough, is about nine and a quarter miles in length (that is, from Warrenspoint to the lighthouse) and two wide. It is one of the most important inlets of the eastern coast. The bottom of the bay, which is in some places very deep, is occupied in different parts by immense beds of oysters, of which vast quantities are taken to Dublin and other towns. It is bounded on the north by the Mourne mountains, which are wholly in the county of Down; and on the south by that mountainous part of the county of Louth which forms the bold and remarkable headland of Carlingford.

From Warrenspoint to Rosstrevor, a distance of two miles, the road keeps along the shore; and, from the neat houses which have lately been built and are building along the line, it is evident that the beauty and salubrity of this locality are appreciated.

Before reaching Rosstrevor, the obelisk, erected to "Major-General Robert Ross, who served with distinction in Holland, Egypt, Italy, Spain, and France, conquered in America, and fell victorious at Baltimore," is passed. Immediately behind the obelisk, in what has been called Arno's Vale, are the handsome and beautifully-situated villas of *Bladensburgh*, *Carpenham*, and *Greenpark*—the improvements connected with which add so much to the beauty of this interesting locality.

The small village of Rosstrevor is delightfully situated at the head of a small cove running off Carlingford lough. It carries on no trade; an occasional coal-sloop, however, sails up, and a few fishing-boats shelter at the quay. It contains a neat church and R. C. chapel, an inn, and several lodging-houses for

bathers, many of which are neatly fitted up.

Adjoining the town is *The Lodge*, till lately the seat of Mr. Ross, the former proprietor of the village, and a considerable tract of the country around. The house is a plain structure. But the demesne contains nearly all the old and young woods, which constitute no inconsiderable part of the grandeur of the scenery of Rosstrevor; and the views obtained from various parts of these highly diversified grounds, of mountain, of forest, and of sea, are of no common order.

It is on one of the verdant and picturesque knolls, by which the acclivities of this lovely park are so prettily varied, that the granitic boulder, Cloughmore, is so singularly poised; and from this huge solitary stone, is the hill rising over the demesne named. From it, but better from the higher and adjacent summit of Slieve-Bane, are prospects of the country lying around, of the neighbouring mountains, and of the sea, obtained.

The Woodhouse, the villa of Mr. Godwin, is delightfully situated on the seabank, participates largely in the beauties of the woods of the *Lodge*, and seems to form part of it, being only separated by the public road.

Rosstrevor is one of the most interesting of our watering-places; and though there are in many other parts of our coast situations where the scenery is more varied, more picturesque, and far more magnificent; where all around, sea and mountain, are presented on a much greater and grander scale; and where the billowy Atlantic rolls and breaks with tenfold more force against the high impending cliffs; yet, as Mr. Inglis says, "for summer quarters commend me to the beautiful seclusion of Rosstrevor. Behind the village, picturesque and broken hills screen it from the east and north; and fine oak woods fill

their ravines, and climb almost to their summits: the little cove in front of the village, opening out into the wide circular bay, with its elevated, dark, and abrupt mountain boundaries; while on either side the village is flanked by the happiest combination of wood and lawn, copse and garden, villa and cottage. Nature has certainly done much for Rosstrevor, and art enough."

A drive along the shores, and up the glen, leading from Rosstrevor to Hilltown, will, in addition to the above observations, enable the tourist to understand the nature of this interesting locality.

Returning to the Dublin and Belfast railway, from the Newry to the Tandragee station, the rail keeps along the valley of the Newry-water, and thence down the valley of the Upper Bann to Portadown; the Newry canal, which extends from Lough Neagh to Carlingford lough being more or less connected with these rivers.

From the depressed level of the rail, the views thence are chiefly confined to the valley, which is fertile, but subject to inundations in times of flood. At three miles from the Newry station, *Drumbanagher*, the seat of Colonel Close, is passed on the left hand, and *Drumantine* on the right. The former is a very elegant structure, in the Italian style, from the designs of Mr. Playfair, and the gardens are in unison therewith.

Close to the station of Poyntzpass is the village of that name, so called from Lieutenant Poyntz, of the English army, during the reign of Queen Elizabeth, having forced a passage against the troops of the Earl of Tyrone. It contains the various places of worship common to towns of Ulster, besides several retail shops.

Acton House, Mr. Dobbs, lies about a mile to the north of the village, and near it *Drominargal House*; and on the shores of the small

Lough Shark is *Union Lodge*. The small town of Loughbrickland, with its church and neat R. C. chapel, is about four miles north-east of Poyntzpass—the lough whence it derives its name lying about a mile to the south.

The village of Scarvagh is two miles to the north of Poyntzpass, and nearly opposite to the village of Acton. Near the village is *Scarvagh House*, the residence of Mr. Reilly. Here, it is said, the army of King William the Third first rendezvoused on his landing in Ireland; "and a venerable oak in *Scarvagh* demesne is still shown as that under which the royal tent was pitched."

"In the demesne of *Scarvagh* is the 'Dane's Cast;' it is principally composed of earth, and resembles the Roman wall in Scotland, and Offa's Dyke in North Wales; it traverses southward through the demesne of *Union Lodge*, where it is a single rampart and foss, northwards it extends towards the fort of Lisnagade, terminating at a stream that forms the boundary between the townlands of Scarvagh and Lisnagade. 'Lisnagade is one of the most extensive and best-preserved of its kind—it consists of treble ramparts and entrenchments; the entrance is from the east, leading into an extensive circular enclosure, whence are obtained prospects of the entire country for many miles around; and a great number of forts or raths are seen, from which circumstance it is supposed this fort took its name, being the chief or centre of a hundred others.'"

The towns of Tandragee and Gilford are each about a mile and a-half from the station, the former lying to the west, and the latter to the east. Tandragee is situated on the southern side of one of the fertile hills into which the surface of this part of the country is so prettily disposed; its summit being

crowned with *Tandragee Castle*, the seat of the Duke of Manchester, which, from its elevated site, is a feature for many miles around. The town contains some well-built houses, a handsome church, a Presbyterian, and two small Methodist meeting-houses, and several charitable establishments supported by the Duke of Manchester—among them we may notice the female orphan asylum, the loan and clothing fund, and a dispensary: to these we may add, in a general way, the numerous schools, and many other excellent institutions, which are scattered over his grace's improving estate, and the delightful annual festival when all the scholars assemble at the castle.

Tandragee appears to have been a place of importance so early as the reign of James the First, who granted to Sir Oliver St. John the castle and estate forfeited by the O'Hanlons, on the site of whose residence stands the Duke of Manchester's castle. Near the town is the rectory, also the villas of *Cooley Hill*, *Orange Hill*, &c. Near Scarvagh, which we passed on our road from Loughbrickland to Tandragee, are the ruins of Glen Flusk castle, erected by Colonel Monk, afterwards Duke of Albemarle.

The village of Gilford is pleasantly situated on the Banks of the Bann; and in its linen, flax-spinning, and bleaching trade, may be considered as a branch of Banbridge, from which it is only four miles distant. Adjoining the village is *Gilford Castle*. Above and below the village the banks of the Bann are adorned with handsome villas and bleach-greens; and factories are seen in various directions. The villas and factories towards Banbridge we have already noticed in our brief description of the environs of that town; and those below Gilford, and around the vicinage of Moyallen, we pass as we proceed to Portadown.

The thriving, business-like town

of Banbridge is also situated on the banks of the Bann, about six miles east of the station of Tandragee and Gilford.

Within these few years this place has risen to a considerable degree of importance, wholly from commercial enterprise; and if it was necessary to point out what can be accomplished by individual exertion, Banbridge might be cited as an example: it is now the head of this linen manufacturing district, where, till lately, thousands were employed in that great national branch of trade, from the preparation of the soil for the flax-seed, to finishing the finest fabrics; and as a farther proof of its commercial importance, two branch banks are established here. Though there is nothing very attractive in the external appearance of the town, it is comparatively neat and well arranged; and in consequence of regular employment, the inhabitants are comfortable. There are, however, many good houses and shops in the town, which also contains the parish church, a Methodist and two large Presbyterian meeting-houses. The market-house is a handsome edifice; it was built in 1831 by the Marquess of Downshire, the principal proprietor. The weekly markets and monthly fairs are well attended.

The country around Banbridge presents objects of interest peculiar to some of the counties of Ulster. These objects are not the wavy country, the trees which adorn the villas, or the banks of the Bann; but the bleaching greens which chequer the surface—the various mills and factories, with all their appurtenances of ponderous wheels and tall chimneys, scattered along the river sides—the houses and gardens of the proprietors—the comfortable cottages of the workmen, with their small minutely mixed tillage and pasture fields. In addition to the usual branches of spinning, weaving, and bleaching, which

are extensively carried on in and around Banbridge, there is, at Huntley Glen, a little below the town, a large thread-spinning factory; and near it, at Seapatrick, an extensive establishment for weaving union cloth by machinery.

From the vicinity of the Tandragee and Gilford station, the rail runs through the valley of the Bann, with which, at this point, that of the Newry-water blends. During heavy floods, and often times for many weeks, in winter, this valley appears like a natural lake, stretching northwards till it unites with the vast and dreary swamps that lie around Lough Neagh; while in summer it is clothed with the richest and deepest verdure.

The thriving town of Portadown is situated on the Upper Bann, which falls into Lough Neagh about seven miles and a-half below the town, and communicates with the Newry canal about a mile and a-quarter above it. The Bann is here navigable for vessels of sixty tons burden. This town, as well as Tandragee, belongs to the Duke of Manchester, and has of late years been much improved. The principal trade carried on is at the weekly markets, where a great deal of corn and other agricultural produce is bought, and forwarded by canal to Newry—the returning barges bringing timber, slates, coals, iron, &c., for inland consumption. A good many hands are employed in and around the town in manufacturing linen and cotton goods, which are sent to Banbridge and Belfast. It contains a church and Presbyterian meeting-house, and at the inn post-horses and conveyances can be hired.

This town is a great thoroughfare, being the point where the Dublin and Belfast junctions and the Belfast and Armagh railways meet. In summer a steamer also crosses Lough Neagh from Ballyronan daily, bringing goods and passengers from various parts of the counties of

Antrim and Londonderry to the railways.

Two and a-half miles south of the town, on the right bank of the Bann, is *Carrick House*, the residence of Colonel Blacker; and below the town, a great extent of flat marshy lands, through which the Bann meanders, stretches northwards to

LOUGH NEAGH,

the largest inland lake in the British isles. It is fourteen miles in length, from north to south, by eleven in breadth, from east to west, and, following generally its outline, about sixty-six in circumference. According to the Ordnance Survey it contains 98,255 statute acres, and is 48 feet above the sea at low water. The principal feeding rivers are the Upper Bann, the Blackwater, the Main-water, Sixmile-water, and Ballinderry river, with the streams of Crumlin, Glenavy, and Mayowla. The only discharging river is the Lower Bann.

The southern shores of Lough Neagh are low and marshy, bleak and dreary. The lake itself from this, the Portadown side, appears a melancholy waste of waters, presenting but few attractions in a scenic point of view, however calculated from its extent to excite emotions of sublimity. It is only from the eastern and northern shores that this vast sheet of water is seen to advantage.

The observations we made in reference to the aqueous and verdant alternations in the appearance of the valley of the Bann, above Portadown, are still more applicable to the dreary expanse of low land between the town and the lough as well as around the southern shores of the latter.

From Portadown to Belfast, the rail may be said to run through the valley of the Lagan, with which river, as in the case of the Newry-water, a large canal is combined. This canal, or, as it is termed, the

Lagan Navigation, extends from Shan Port, at Lough Neagh, to the head of the Lough of Belfast, a distance of twenty-three miles.

From the nature of the district travelled through, from Portadown to Belfast, and from the height which the line of railway maintains, good views are obtained of the adjacent country. Generally speaking, we fear that its agricultural state will fall far short of what those whose eyes are familiarised with the more highly cultivated vales in the sister kingdoms, will expect, particularly in this, one of the most peaceful and industrious portions of Ulster. But the small farms which here prevail, the nature of the tenures, the system of management, in short, the whole economy of the past, as regards our rural affairs, have hitherto retarded, and as long as persevered in will continue to retard the onward march of agricultural improvement.

Close to the Lurgan station is Lurgan, one of the neatest, cleanest, and most improved of our smaller inland towns. It contains a handsome church, R. C. chapel, and a Presbyterian meeting-house. Here are also a union workhouse, and the various offices, schools, &c., &c., common to a district town. The hotel is commodious and comfortable; and the appearance of the town and vicinity is greatly improved by the adjacent demesne of Lord Lurgan, to which strangers have access. The grounds of the demesne are beautifully laid out, and the modern mansion, built from the designs of Mr. Playfair, of Edinburgh, is one of the finest of our Elizabethan residences.

Warringstown, a neat hamlet, lies about three miles southward of Lurgan, and adjoining it is *Warringstown House*, the handsome seat of Mr. Warring. The church is a chaste structure, in the mediæval style, remarkable for the beauty of its interior fittings, and the neigh-

bourhood around is much improved. This place is worthy of note, as being the first where diaper was made in Ireland—this important branch of manufacture having been introduced by the ancestor of Mr. Warring, in 1705.

Close to the Moira station is the village of that name, with its church and meeting-houses, and near it are the remains of the demesne of the former Earls of Moira, now the estate of Sir R. Bateson, Bart. Two miles to the west of Moira, is the hamlet of Magheralin, and near it, *Grace Hall*, the residence of Mr. Douglass. Six miles south of Moira is the small town of Dromore, watered by the river Lagan, which falls into the channel at Belfast lough. The town was the seat of the Bishop of Dromore; but, under the church temporalities act, on the death of the late bishop, the episcopate was joined to the united sees of Down and Connor. A cathedral and other religious houses were founded here at a very early period; but no vestiges of these remain. The present cathedral church was built by the celebrated Dr. Jeremy Taylor, when bishop of this diocese. The town also contains a Roman Catholic chapel and two Presbyterian meeting-houses. Near the church are two houses for ministers' widows, supported by the clergy of the diocese. At the eastern extremity of the town is a remarkable ancient mound; two miles and a half from Dromore, on the road to Lurgan, is *Gillhall*, the estate of the Earl of Clanwilliam—and near it *Islanderry*, and several other villas. The country around is well cultivated, respectably inhabited, and the surface, particularly around Moira, agreeably diversified. A mile beyond Moira, on the cross-road to Crumlin, are *Broomount*, Mr. Gordon, and the hamlet of Soldiers-town. Limestone abounds here, and great quantities of that rock are forwarded along the Lagan naviga-

tion, here contiguous, to Belfast. Two miles from Moira, on the road leading to Lisburn, are the ruins of the old church and the round tower of Trummery. This tower was levelled to the ground in 1828. Excavations were made in its foundations in June, 1842, when a skull and other human bones were found. This circumstance, in connexion with similar discoveries made in the round towers of Ardmore, in the county of Waterford, and of Clones, in the county of Monaghan, six years ago, favours the theory maintained by some antiquarians, that these ancient towers were erected as sepulchral monuments.

LISBURN,

which returns a member to the Imperial Parliament, is situated on the Lagan river, in the county of Antrim, and within eight miles of Belfast. It is one of the best and most respectably inhabited of the secondary towns in Ulster, carries on a considerable trade in the various branches of linen manufacture, and its retail business, considering its proximity to Belfast, is comparatively extensive—the general traffic between these towns being greatly facilitated as well by rail as by canal. This town, which dates from the time of James the First, received various grants and immunities from Charles the First and Charles the Second; but it appears to have suffered much from the various wars and incursions that ensued, down to 1707, when the town and castle were burned to the ground; the former gradually rose to what it now is, one of the neatest, cleanest, and most important of our inland towns; and, as regards the latter, the front terrace only remains.

The church is a commodious structure, and is constituted the cathedral for the united sees of Down and Connor. There are several Presbyterian and Methodist

meeting-houses, and a Roman Catholic chapel. The court-house has assembly-rooms attached to it; and the building in which the manor courts and petty sessions are held was erected by government, as a chapel for the Huguenots who settled here after the revocation of the edict of Nantz, and introduced the finer branches of the linen manufacture. The town, together with the entire barony of Upper Masserene, in which it is situated, is the property of the Marquess of Hertford; the available area of which, according to the Ordnance Survey, is 56,494 statute acres; the annual value, according to the poor law valuation, £63,759.

At four miles and a-half from Lisburn is

HILLSBOROUGH,

the most remarkable of the smaller towns between Dublin and Belfast. It is picturesquely situated on the slopes of one of the hills which diversify this interesting part of the country; and the arrangement of the streets and market-place, style of the dwellings, disposition of the court-house, church, schools, &c., show how much may be effected as regards appearance and comfort, by pursuing a well defined plan even where no great structural design is evinced, and where the buildings, singly and collectively, are, as here, comparatively of small extent. The church and market-house, however, are very handsome buildings, and were built by the noble proprietor, the Marquess of Downshire, and his predecessors. The Roman Catholic chapel, Presbyterian, and small Quaker meeting-houses, are, as buildings, not remarkable.

Two and a-half miles north-west of the town is the Maze, a well-known course, where races are annually held.

The great attraction of Hillsborough, however, is the surrounding

demesne of the noble proprietor, the Marquess of Downshire. The mansion, garden, and lawn, are separated from the park by the town. The house is a large structure; the gardens and lawn are extensive, and suitably arranged. The park, on the east side of the town, contains the fine ruins of the castle erected by Sir A. Hill, the ancestor of the Marquess of Downshire, in the reign of Charles the First, which was afterwards made, and continues to be, a royal fort, of which the present Marquess is hereditary constable. William the Third occupied this castle, while his army was encamped on Blarismoore, in the neighbourhood. The improvements of the Marquess are not limited to this town and demesne; they extend over all his large possessions, which are situated in various parts of Ireland.

Culcary, Eglantine, Carnbane, Shamrock Vale, and various other villas near Hillsborough, are less conspicuous than those in other less improved parts of the country.

A well defined chain of hills extends from the vicinity of Lisburn to Blackhead (the most remarkable promontory at the mouth of Belfast lough), a distance of twenty-five miles, rising at Divis to 1,567, and at Cave-hill to 1,185 feet above the sea; and this chain not only forms, on the one hand, the grand features of the scenery of the environs of Belfast and the western banks of its lough, but it defines and separates the valley of the Lagan from the basin of Lough Neagh; while, on the other hand, the less continuous and less elevated ridge extending from the vicinity of Drumbo to that of Bangor, a distance of twelve miles, and only attaining, at Carngaver, to a height of 720 feet above the ocean, adds also to the features naturally appertaining to Belfast, limits the valley of the Lagan for about eight miles, and, onwards, forms the barrier between

the sea-loughs of Belfast and Strangford.

This valley, the limits of which we have thus essayed to define, contains Belfast, its environs, its manufactories, its approaches, and its magnificent sea-lough—the great channel by which its international trade and commerce are carried on.

The railway from Lisburn to Belfast runs through the southern portion of the above valley, passing, at about midway between these towns, the prettily situated hamlet of Dunmurry, with its neat meeting-house, its manse, its bleach-greens, its factories, its cheerful abodes, its trim gardens, and much that betokens industry, enterprise, peace, and comfort; and as we approach Belfast we soon perceive how totally different its vicinity is from that of every other town in Ireland. While it wants the same extent of handsome villas, richness of wood, and natural beauty of surface, which characterize some of the outlets of Dublin and Cork, it possesses far more evidences of commercial spirit and capital; and in an agricultural point of view, the basis of great improvement is evident. Even the originally dark, monotonous moorlands along the mountain slopes are giving way to cultivation, and the more cheerful and varying hues which it produces; neat houses, comfortable cottages, regular enclosures, and good husbandry, in many places meet the eye; and in various directions are seen, near and far, even up in the mountain valleys, the large manufactories, with the volumes of smoke issuing from their tall chimneys, reminding the traveller of the vicinities of Manchester and Glasgow.

Belfast, the second city in the kingdom in point of extent and population, and the first in regard to manufactures, trade, and commerce, is situated in the county of Antrim, at the head of one of the finest of our sea bays, which, under the

name of the Lough of Belfast, penetrates the land for fourteen miles. It is watered by the Lagan, whose source is at Slieve-Croob, one of the higher hills of the adjacent county of Down, and whose confluence with the sea is under the town.

It would appear, from the most authentic records, that, previous to 1620, Belfast was very little more than a military station—no important events marking its previous history—and that from about that period its commercial prosperity may be dated. It is now the great seat of the linen manufacture in these countries; its buildings, including those of its immediate suburbs, occupying an area of about 600 acres; and according to the census of 1851, its inhabited houses, 13,806; its families, 20,553; and its population, 100,300.

It appears from the "Stranger's Pocket Guide through Belfast," a little work we would strongly recommend, that, here, in 1704, the first bible ever printed in Ireland was published. In 1725, machinery was first employed in the operations of washing and beetling linen; and in 1795, chloride of lime was first used in bleaching—the growth of flax and the manufacture of linen having been carried on since 1637. In 1737, the *Belfast News Letter*, the first newspaper printed in Ulster, was issued. In 1758, rope making and the manufacture of canvas were introduced; in 1776, glass making; in 1777, the cotton manufacture; in 1787, banking began; and in 1791, ship building was commenced. In 1829, the first flax spinning factory, that of Messrs. Mulholland, was established; and now, according to the invaluable statistical details given in "Thom's Almanac," there are, in the town and its vicinity, thirty-three of these mills; the amount of spindles, according to the "Pocket Guide," being about 400,000; and those in the town alone, which are all worked

by steam power, employ about 17,800 hands. Independent of these flax-mills, there are, in or near the town, five cotton-spinning factories, containing 90,000 spindles.

If to these we add the other branches of manufacture necessary to this vast textile trade and to the sustentation of 100,300 souls—its export and import trade, which is second only to Dublin—we shall at once see, that unlike all other Irish towns, but like those of Manchester and Leeds, Belfast is much more distinguished by its commercial enterprise than by its historical associations.

Like nearly all our sea-port towns, the older parts of Belfast are built on a tract of alluvial deposit, gained from the sea; consequently, low and subject to tidal influences. The more modern parts, however, are extended along the higher parts of the valley, and partake of all the more recent improvements, both as regards arrangement and structure. In short, in these respects, the whole town, both old and new, vies with any of our commercial cities.

As our limits enforce brevity, we shall endeavour to present the present features of this important town in the order most likely to meet the wants and conveniences of the tourist.

HOTELS.

Imperial Hotel, Donegal-place.
Donegal Arms Hotel, Castle-place.
Belfast Royal Hotel, Donegal-place.
Belfast Commercial Hotel, Commercial Buildings.
Plough Hotel, Corn-market.
Queen's Arms Hotel, Waring-street.

BANKS.

Ireland, Donegal-place.
Provincial, Donegal-street.
Ulster, Waring-street.
Northern, Victoria-street.
Belfast, Exchange Buildings.

GOVERNMENT OFFICES.

Post-office, Rosemary-street.
Custom-house, Queen's-square.

Four Hospital, Frederick-street.

Mayor of Antrim.

~~REMOVED BY THE CUSTOMS OFFICE~~ | Custom-house, Queen's-square.

Stamps and Excise-office, Donegal-place
Buildings.

Police-office, William-street, South.

Court-house and New Prison, Crumlin-
road.

Infantry and Cavalry Barracks, North
Queen-street.

RAILWAY STATIONS.

Ulster, Great Victoria-street; parcel-
office, Bridge-street.

Ballymena, Abbotsford-place, York-
street; parcel-office, Waring-street.

Holywood, Queen's-quay; parcel-office,
Bridge-street.

County Down, Queen's-quay; parcel-office,
Bridge-street.

COMMERCIAL OFFICES.

Commercial Buildings, Donegal-street.

The Corn-Exchange, Victoria-street.

Brown Linen-Hall, Donegal-street.

White Linen-Hall, Donegal-place.

NEWS-ROOMS.

Commercial News-room, Commercial
Buildings.

Linen-Hall News-room, Linen-Hall.

People's News-room, Castle Chambers.

Public Reading-room, 12, High-street.

LITERARY AND SCIENTIFIC INSTI- TUTIONS.

Queen's College, Botanic-road.

Belfast Institution, College-square.

Belfast Academic Institution, Donegal-
street and Academy-street.

Belfast Museum, College-square, North.

Belfast Mechanics' Institute, Queen-street.

Belfast Music-Hall, Arthur-street.

Belfast Diocesan Seminary, Donegal-st.

Belfast Botanic Garden, Malone-road.

PUBLIC LIBRARIES.

Queen's College.

The Academical Institution.

The Linen-Hall. The latter contains up-
wards of 10,000 volumes.

THEATRE ROYAL.

Arthur-street.

CHARITABLE INSTITUTIONS.

Lunatic Asylum, Fall's-road.

Deaf and Dumb Institution, Lisburn-road.

Poor-House, Queen-street.

Fever Hospital, Frederick-street.

St. Patrick's Orphan Society, May-street.

Lying-in-Hospital, Antrim-place.

Penitentiary, Brunswick-street.

Magdalene Asylum, Donegal-pass.

PLACES OF PUBLIC WORSHIP.

Of the Established Church, 7

„ Presbyterian, 20

(Three of which hold Unitarian
doctrines.)

„ Roman Catholic, 3

„ Methodist, 4

„ Independent, 1

„ Friends, 1

The more remarkable public
buildings are the Queen's College,
a spacious and elegant structure in
the perpendicular style of the fif-
teenth century; the Institution for
the Blind, the Deaf, and the Dumb,
a fine building in the Tudor style;
the county court-house, a very im-
posing edifice, in the Roman style;
and to these we may add, the
Ulster Railway Terminus.

Among the numerous places of
public worship, none are very re-
markable in their architectural cha-
racter—though many of them are
handsome structures, and, interi-
orly, are well fitted up. The more
conspicuous in their elevation are,
St. Anne's, St. George's, and Trin-
ity, of the Established churches;
SS. Malachy's and Patrick's Ro-
man Catholic churches; the Pres-
byterian churches in Rosemary-
street, Fisherwick-place, and May-
street; and the Methodist chapel
in Donegal-place, and in the south
side of the town.

Two of the banking houses, in
their architecture, are very ornate,
viz., the Belfast Bank, which is op-
posite the Commercial Buildings in
Donegal-street, in the Italian style,
and the Northern Bank, in Victoria-
street, in the Vitruvian.

We may here observe, that, with
the exception of the churches and
the Lunatic Asylum, all the public
buildings, as above enumerated,
were built from the designs of Mr.
Charles Lanyon, the county sur-
veyor of Antrim.

The harbour, docks, and quays are commodious; and the New Channel, which was opened in 1849, may be said to form their great sea avenue. As a proof of the business done at this port, the Admiralty, in a document on harbours, states, that in 1850, the imports were estimated at £6,938,238, and the exports at £4,633,062.

The literary and scientific institutions of Belfast are numerous. The Botanical Garden, which is adjacent to the Queen's College, is a source of great attraction. Its fine collection of plants, its handsome conservatories, its beautiful surface, its charming scenery, and the excellent manner in which it is kept, are the admiration of all who visit it.

The flax mills, which are the great features of Belfast, and the great sources of its wealth and of its importance, are, generally, scattered throughout the town. Of these the Messrs. Mulhollands', in York-street, is the largest. The principal factory for damasks and diapers is that of Mr. Andrews, at Ardoyne.

The hotels, which we have already enumerated, are commodious and comfortable, and, at the same time, conveniently situated in different parts of the town. And, generally, the municipal arrangements, which of late years have been greatly improved, meet with the approval of strangers.

Though Belfast is but limited in its area, as compared with Liverpool, Manchester, or Glasgow, and though its environs are, perhaps, more attractive than those of either of these far larger towns, yet the want of a public park for recreation is a great *desideratum*—one, we trust, which will soon be supplied.

The "Strangers' Pocket Guide" pithily remarks that, "It is scarcely necessary to add any thing as to the comparative aspect of the city, or the impelling causes of its rapid

rise. These must be looked for in the character of the inhabitants—in their indomitable perseverance, in spite of all obstacles—in their unwearied industry, their intelligence, and keen-sighted sagacity. Belfast has not been nursed by Government protection, or swollen to its present condition by Government or any other patronage. Sometimes with the Government in its measures—sometimes against—not unfrequently giving open and ominous signs of dissatisfaction—always regarded by statesmen on the other side of the water with a watchful eye—the city has grown and prospered. The sturdy independence of the people has been their mighty stay; and, under all chances, trusting to and in themselves, every adventitious circumstance has been turned to advantage, and difficulties have only called forth greater effort, and exhibited what latent power but waited the occasion."

ENVIRONS OF BELFAST.

In an industrial, as well as in a social aspect, the environs of Belfast are as interesting as the town. All around large factories are springing up; handsome villas everywhere meet the eye; comfortable dwellings for the working classes are to be seen in various directions; and a better cultivation of the soil is abundantly manifest. In a scenic point of view, the environs of the town are peculiar, and, at the same time, beautiful—a peculiarity arising from the forms of the ridge, which, on the west side, and under the name of Divis mountain and the Cave hill, limit the valley in which the town is situated, and also on that side form its remarkable background; and a beauty springing from the deep blue waters of the sea-lough and the finely-varied shores of its basin.

Divis mountain and Cave hill, respectively, rise, as it were, from

the tidal waters of the lough, to an elevation of 1,567 and 1,185 feet. The latter, capped with its basaltic cliff, and crowned with M'Art's fort, is a very striking feature, a type of the magnificent basaltic escarpments which constitute the wonderful headlands along the northern coast; and, from its formation, elevation, and proximity, a memento of its fitness to purposes akin to that of Arthur's Seat and Salisbury Craigs, at Edinburgh, namely, the recreation of the inhabitants: this, the corporation, aided by Government, might easily effect. Even pathless and houseless though its summit be, it is much frequented by the working classes, who seem to enjoy, with pleasure "ever fresh and ever new," the splendid prospects of sea and of land which its summit and its acclivities afford.

Divis mountain and Cave hill are the commencement of the chain of summits which skirt the northern shores of Belfast lough, and sweep around the northern coast, and through them all the various roads which connect the interior of the county of Antrim with its shores are carried. Our observations at present, however, are limited to the precincts of the town, and even these we can only briefly notice.

From their accessibility, southern aspect, and beautifully-varied surface, the eastern banks of the Cave hill and its continuous summits have been long attractive; and along their romantically-diversified acclivities, are situated many of the finer of the more modern villas, whose plantations, mingling with the tall chimneys, large factories, and hamlets which skirt the shore, have, when viewed from the opposite coast, a very singular, and, at the same time, a very pleasing effect. These effects, the indubitable proofs of comfort and of commercial enterprise, extend along the seaboard, under various modifica-

tions, from the town of Belfast to that of Carrickfergus, a distance of ten miles.

As in the case of the environs of Dublin, a mere enumeration of the various villas would far exceed our limits; nor would their mere enumeration serve any useful purpose. We may remark, however, that the larger villas lying along the shore, between the town and the hamlet of Whitehouse, are *Greenmount, Jenynmount, Grove, Seaview, Fortwilliam, &c., &c.*

Among those which adorn the higher summits of the Cave hill, *Dunedin*, that of Mr. Whitla, is perhaps the most interesting, from its situation, its scenery, and for the collection of the trees and shrubs which constitute its sylvan beauties; among the former are all the hardy coniferous trees which have as yet been introduced to these countries.

The eastern shores of the lough, as far as Holywood, a distance of four miles, though naturally less attractive than the opposite banks which we have just noticed, are not devoid either of interest or of beauty. The hills, though less elevated, form distinct and well-defined boundaries, and afford by far the best views which are to be obtained of Belfast, its factories, its lough, its hills, and its suburbs. Among the villa residences which lie between Belfast and Holywood, is the palace of the Bishop of Down and Connor.

From the railway leading to Holywood, on this side of the lough, and from that leading to Ballymena, on the other, both of which run along the strand, general views of the respective banks rising over them are obtained.

Holywood, the largest of the suburban villages, is now a watering place of general resort, and, in and around it, commodious dwellings for the accommodation of visitors are being erected. It contains various places of worship, good shops and

numerous lodging houses, and two small hotels; and at the hotels and railway station good cars can always be hired.

The beautiful country lying beyond Holywood, together with the whole of the district locally known as the *Ards*, will be noticed in our subsequent routes.

The Lagan, which, as we have observed, issues from the base of Slieve Croob, and after a devious journey of thirty-four miles, blends with the tidal waters under the town. It separates in its progress the counties of Down and Antrim, forms an important line of inland navigation between the Lough of Belfast and Lough Neagh, and aids, ere it finishes its course, in the adornment of the southern environs of the town.

Strictly speaking, in a scenic point of view, and so far as regards Belfast, the valley of the Lagan is limited to the country adjacent to its banks; and which, though not greatly diversified, exhibits in seve-

ral places a considerable degree of rural beauty.

Proceeding along the right bank of the Lagan, and close to the town, we reach *Ormeau*, the seat of the Marquess of Donegal; and at about two miles from the town, on the road leading to Downpatrick, and near the hamlet of Newtownbreda, is *Belvoir*, the fine seat of Sir Robert Bateson, Bart. A mile to the south of *Belvoir* is *Purdy's Burn*, the beautiful residence of Mr. Batt; and near this is the Giant's Ring, a very remarkable remnant of Pagan times; it is, as the name indicates, a circular space of about 600 feet in diameter, surrounded by a large embankment. In the centre of the space is one of the ancient crom-lechs, or, as they are usually called, Druids' altars, and which are met with in many parts of Ireland.

Above *Purdy's Burn* are *Edenderry*, *New Grove*, and *Belvidere*; and at two miles from the Giant's Ring are the hamlet and round tower of Drumbo.

No. 18.—DUBLIN TO WEXFORD.

FIRST ROAD, BY BRAY, NEWTOWNMOUNTKENNEDY, RATHDRUM, ARKLOW, GOREY, AND ENNISCORTHY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Wexford.
1 Dublin,	—	—	91½
2 Bray, by rail,	—	12½	78½
3 Newtownmountkennedy, by road,	9	21½	69½
4 Ashford,	5½	27½	64
5 Rathdrum,	8½	35½	55½
6 Ovoca Inn,	4	39½	51½
7 Wooden-bridge Inn,	3½	43½	47½
8 Arklow,	4½	47½	43½
9 Gorey,	10½	58½	33
10 Camolin,	7	65½	26
11 Ferns,	8½	69	22½
12 Enniscorthy,	8	77	14½
13 Kyle,	8½	85½	5½
14 Wexford,	5½	91½	—

This line of road, at least as far as Arklow, notwithstanding the rapidity, the ease, and the comfort of the railway, will be, as long as the pure

32 Stuart Wilson



stream glides down the vale of Ovoca, and the natural woods adorn its banks, a favourite way with tourists. Besides, it forms the main line to all the principal scenery of the county of Wicklow; and in itself, unfolds no inconsiderable portion of the beauties of this far-famed portion of Ireland.

We commence our notices of the beautiful line of country through which this road runs at the lower end of the Glen of the Downs, the portion lying between that point and Dublin being described under No. 2, pp. 43, 49.

A little beyond the road leading to Delgany, and near to Holywell, we meet, on the right, the mountain road which conducts to Roundwood, by *Tinna Park* and *Altadore*, the latter the seat of the Rev. L. W. Hepenstal; and at a mile on the left we pass *Bromley*. Among the villas which lie between *Bromley* and *Kilcool*, we may notice *Kilquade*, the seat of Mr. O'Reilly, and *Springfarm*; and from this point to

NEWTOWNMOUNTKENNEDY

the road runs through the demesne of *Mount Kennedy*, the fine seat of Mr. Cuninghame. This town is situated in the centre of that rich and beautiful tract of country which is limited on the north by the Downs mountain and the hill of Delgany, on the east by the sea, and on the south and west by the well-defined secondary range of hills which sweep round from Downs mountain to Dunran.

The town, or rather village, is well situated for travellers who wish to see this interesting portion of the county of Wicklow, where the natural beauty of the finely-varied surface has been much improved by industry and art. There are two inns—M'Clement's and Armstrong's—affording fair accommodation, and good post-cars. The northern end of the village, adjoining the demesne of *Mount Kennedy*, in-

cluding the church, school, dispensary, &c., contains several neat cottages; but the opposite or southern end is principally composed of wretched cabins.

The mansion and demesne of *Mount Kennedy*, adjoin the village. The house is commodious; and the grounds, which are naturally very beautiful, have been much adorned by the hand of art. This part of the county of Wicklow is admirably suited to the growth of the more tender trees and shrubs; and there are here several remarkably fine old arbutus and other evergreen shrubs around the house. These, together with the older trees, were connected with the mansion of the Kennedys, the original proprietors.

Though the demesne of *Mount Kennedy* wants that grandeur of outline and magnificence of surrounding scenery which distinguish Powerscourt and several of our larger places, yet it possesses a highly varied and an inexpressibly beautiful surface; and, from the softly swelling knolls, which nature has profusely scattered through it, commands the most lovely views of the mountains on the one hand, and of the sea on the other—modified and varied, as these sublime objects are, by the richly-wooded foregrounds.

Should the traveller be disposed to visit *Mount Kennedy* and the demesnes on the high grounds above it, we would recommend him to enter the demesne of *Mount Kennedy* by the Dublin-gate, and proceed past the house to the back-gate, which is on the hilly road leading from Newtownmountkenedy to *Easthill*, *Glendaragh*, and *Altadore*, making, for so far, a part of his tour. *Glendaragh*, the villa of Mr. Knudson, is about a mile from the back-gate of *Mount Kennedy*, and a mile and a-half from the town. Almost every limited space, bounded by high grounds, has been termed a glen, quite irrespective of its length, breadth, or depth; but

here, more strictly speaking, *Glendaragh* may be regarded as one of those lovely dells which nature has scattered so profusely over this part of the country, and which, to the eye of taste, constitute one of its principal charms.

Near the entrance to *Glendaragh* is the gate leading to *Altadore*; but, before entering that demesne, we would recommend the traveller to continue along the public road for about a mile farther, where, from the higher elevation, he will command a better view of the rich tracts reaching from the hills to the sea. Its limits, we have already pointed out; and its character is similar to the splendid country around Bray, as seen from *Old Connaught-hill*, and which we have already noticed; but, like it, its beauties must be seen to be appreciated.

Access is readily obtained to the demesne of *Altadore*, the residence of the Rev. L. W. Hepenstal, through which the traveller can drive; or he may proceed by the high public road above the demesne; or by the lower public road running between it and *Hermitage*.

Altadore, where kind nature has profusely scattered her beauties around, occupies one of the finest sites in the county of Wicklow for a residence. From its position solely, the house is a striking feature in the surrounding district, and commands the whole of the rich tract of country at which we have just glanced. The grounds are enlivened by a mountain rivulet, and possess a great variety of surface; but as yet these capabilities have been wholly overlooked.

From Newtownmountkennedy to *Woodstock*, the seat of Mr. Tottenham, the distance is about a mile and a-half. The road keeps along the left bank of the picturesque glen through which flow the united streamlets which enliven *Glendaragh*, *Altadore*, *Mount Kennedy*, and *Woodstock*. These streams,

under the name of the *Woodstock* river, are carried to the Breaches, the only outlet on the coast from the Three-trouts' stream, at Delgany, to the Broad Lough at Wicklow.

Woodstock House is situated on a beautiful knoll, where the undulating grounds, which connect with the hills we have just left, blend with the flat tract of land which sweeps along the coast. The surface of the demesne is beautifully varied, though not broken and disposed in those bold and picturesque forms which characterize *Mount Kennedy*. The demesne also includes portions of two small glens, of very different characters, with their accompanying rivulets. These glens from time to time have been highly improved and adorned, but still with a due regard to the character of the locality, and to the nature of the surrounding scenery.

On leaving Newtownmountkennedy for Ashford, we pass, on the beautiful high grounds lying to the right, *Monalin*, the residence of Mr. Stamper, and at about a mile and a-half from the town, *Mount John*, of Mr. Archer. The latter is near the entrance to the glen of Kiltymon, through which our road runs for the next mile and a-half, and where the road to Dunran branches off. The sides of the glen, which are just high enough to characterize it, are partially covered with the natural wood and plantations of *Kiltymon*, the residence of Mr. Seagrave, whose house lies to the right, and between the road and the

GLEN OF DUNRAN,

which is worthy of a visit; and the traveller who wishes to see it, may readily do so by turning up the old hilly road leading to *Dunran*, *Killeshy*, and *Ballycoursy*. This road branches off the main line, as we have just stated, at the entrance to the Glen of Kiltymon.

The narrow ravine, generally called the glen of Dunran, stretches along the base of Carrig-na-muck, the ridge on our right lying in front of the higher summit of Dunran. The ravine, through which strangers are allowed to drive, forms part of the demesne of *Dunran*, the seat of the Rev. Dr. Fletcher; it is about two miles in length, and runs nearly parallel with the public road; by driving through it, we leave the castle ruins and modern house of Dunran, which are near the public road, a little to the left; and we may either return to the Glen of Kiltymon by the road leading in front of Dunran House, or by the cross-road leading from Killesky to Kilmartin; the former leading to the northern, the latter to the southern end of the glen.

As a natural feature, the Glen of Dunran is not to be compared with the Devil's Glen, the Dargle, or the Glen of the Downs; but it is every where interesting, from the finely-wooded, and in some places, very romantic steeps along the base of which you travel; particularly at the eastern entrance, where, by some great elevating cause, the stratified rocks have been tilted up on end, and, from various points of view, are presented in very striking and grotesque forms.

On crossing the small artificial pond, which is about the centre of the ravine, and near to which the approach branches off to the house of Dunran, you reach the path, which winds for about half a mile through the wood, and at a tolerably easy rate of ascent leads to the *View Rock*. From that point, which tops the copse-wood, you command the rich country stretching from the base of the hill to Wicklow; the extensive oak-wood which clothes the sides of Carrig-na-muck, and constitutes the principal feature of the ravine; and the sterile rocks which rise from the wood to the summit of the mountain of Dunran. The fine forest scene

which is here presented to our view, is greatly heightened by the dark foliage of the old pines which are scattered throughout the wood, and which clothe the conical rock forming the eastern boundary of the ravine, where the upheaved strata, to which we have just referred, are so strikingly exhibited.

The summit of Dunran is 1,122 feet above the level of the sea, and a good view of that beautiful tract of country which stretches from the base of the mountain to Delgany, is obtained from the high ground near the northern entrance to the Glen of Dunran; and, on reaching the Killesky road, we would recommend those who have not enjoyed the prospects from the View Rock, to return to the northern end of the Glen of Kiltymon, by the high road running in front of *Dunran House*, where a modification of the views from the rock is obtained; and where, at all events, the hill and wood of Dunran, and the country towards the town of Wicklow, are better seen than from the lower roads along our route.

Returning to the Glen of Kiltymon, on passing through it we leave the small demesne and church ruins of *Kilmartin* a little to the left. They are situated on the cross-road leading from Newtownmountkenedy to Newrath-bridge Hotel and the town of Wicklow. Although the Glen of Kiltymon is generally limited to that part immediately connected with the demesne of that name, yet the same character of country extends to Ashford.

Between the Glen of Kiltymon and Ashford we pass the villas of *Broomfield* and *Inchanappa*. They are prettily situated on the rising grounds lying to the left of our road, and add much to the adornment of the immediate vicinity of

ASHFORD BRIDGE,

the name of the hamlet which is

situated on the banks of the Vartry, the river which we here cross; Bal-linalea being the name of the strag-gling village lying a little beyond it. Ashford is one of the principal post-ing and coach stages on this line of road, and contains the post-office of the immediate district around, and a small but comfortable inn, where cars and post-horses can be hired. The much more commodious and more frequented hotel of Newrath-bridge, however, is also situated on the banks of the Vartry, about a mile below Ashford. There is a good posting establishment con-nected with that hotel, and every accommodation for parties visit-ing this interesting part of Wick-low.

Newrath-bridge and Ashford are situated nearly in the centre of that interesting district which consti-tutes a portion of what has been termed the *Garden of Wicklow*. It is limited on the north by the moun-tain of Duran, on the east by the sea, and to the south and west by the continuation of the lower range of hills which run from Dunran to the Avonmore river near Rath-drum.

Between Ashford-bridge and New-rath-bridge is *Rossana*, the seat of Mr. Tighe. This well-wooded de-mesne contains among its vener-able trees some of the finest old oaks and Spanish chestnuts in the country.

It was here that Mrs. Tighe, aunt of the present proprietor, composed her celebrated poem of "Psyche." Adjoining *Rossana* on the south is *Clermont*, the residence of Mr. Leonard, and about a mile to the north of Newrath-bridge, and near the shore, is *Clonmannon*, the seat of Mr. Tru-ell. *Killougher House* and church ruins are close to the demesne of *Clonmannon*; and *Inchanappa* and *Broomfield*, adjoining Ashford, have already been noticed.

But the most attractive part of this immediate district, is connected

with the adjoining demesnes of *Ballycurry* and *Glenmore Castle* which include the Devil's Glen. *Glenmore Castle* is the seat of Mr. Synge, and *Ballycurry* that of Mr. Tottenham. These seats are beautifully situ-ated, at the base of the hills, about a mile and a-half west from Ashford-bridge. The mansions are not re-markable either in their style or extent; but the elevated sites they occupy, and the extent of planta-tions respectively connected with them, render the demesnes striking features in the country around.

Should the traveller wish to visit the above demesnes and the Devil's Glen, from this point, he will pro-ceed to Nun's Cross, which is about a mile from Ashford, where the mountain road to the Seven Church-es, by Moneystown hill and *Castle-kevin*, branches off; and where, also, are the approaches to Glenmore Castle. Those who wish to see this well-wooded and charmingly situ-ated demesne, will proceed by the approach to the house leading past the saw-mill, and which crosses the river Vartry by the chain-bridge.

The demesne of *Glenmore* lies to the left of the above road: that of *Ballycurry* to the right; and the ge-nerally frequented and best en-trance to the Devil's Glen is by the lane which branches off the road, opposite to the principal entrance leading to Ballycurry House. In winter and spring the gate admit-ting to the glen is locked; but the key can always be had on applica-tion at the above entrance; and, for the accommodation of visitors in summer and autumn, a boy is sta-tioned by Mr. Tottenham at the gate. No carriages are allowed to pass the gate. If it be intended to walk round the glen by Glenmore Castle, a distance of three miles, it will be well to have the carriage in waiting at the saw-mill in that demesne. We may here observe, that the left side of the glen belongs

to Mr. Tottenham, and is attached to his beautiful residence of Ballycurry, and that the right side forms part of Glenmore, the picturesque demesne of Mr. Synge.

The river Vartry, which is so important a feature in the Devil's Glen, issues from the southern base of the Sugarloaf mountain, and flows through the high moorland district which stretches from it to Roundwood, holding, for so far, a parallel course with the Enniskerry road, and at the same time dividing the baronies of Newcastle and Ballicor. In its progress, it receives all the streams which rush down the eastern sides of the mountain of Douce; and, bending eastward near Roundwood, it flows with increased volume down the rough moorlands, and precipitates its waters over a ledge of rocks into the Devil's Glen. Between the Waterfall and Annagolan Bridge, which is a little above the fall, the Vartry is increased by the stream which runs down the southern sides of the hill of Ballycurry.

On leaving the glen, it beautifies the demesne of *Glenmore*, and flows by Ashford through the demesne of *Rossana*, and thence by the Newrath-bridge Hotel, to the Broad Lough, a large tidal marsh, which is close to the town of Wicklow.

“The Devil's Glen is larger than the Dargle; like it, the sides are generally covered with natural wood; but they rise to a much greater elevation, and are every where more displayed. It is altogether of a more sombre nature than the Dargle, though for this very reason it may be more pleasing to some minds. The country around being high and bleak moorland, renders it also more wild and desolate. It has an advantage, too, in its waterfall, which is of considerable elevation, and gives to it one feature of which the Dargle cannot boast.” This terminating object is at the upper end of the glen, but its effect

is greatly lessened by the want of wood, and by the points from which, by reason of the present state of the paths, it must be viewed.

The Devil's Glen is about a mile and a-half in length, and the sides in some places near the lower end rise to an elevation of four hundred feet above the bed of the river. They gradually decrease in height till they emerge in the vast tract of flat, dreary, and unreclaimed moorlands lying above the waterfall. A good road has lately been made by Mr. Tottenham along the bottom of the glen, following generally the course of the river, and no where rising much above it. From this road the glen is seen in all its length and height, and in many of its most imposing points of view. You have also the companionship of the river Vartry, which, even in the driest weather, brawls over its rocky bed, and, when full, rushes and foams among the huge boulders that impede its progress.

The fall, as we have just stated, is in the higher and unenclosed part of the glen, and the key of the upper gate which leads to it is kept in the adjoining cottage. It is about a quarter of a mile from the gate; but, unless there is a considerable quantity of water in the river, the fall, or, more correctly speaking, the rapid, for such it really is, is hardly worth a visit; and the bleak moorland beyond it is very uninteresting.

A little below the fall there is a foot-bridge across the river leading to the opposite or Glenmore side of the glen, where various walks at different elevations traverse the slopes. The views from the higher parts of these banks, as compared with those on the opposite side from the level of the river, evidently lessen the importance and character of the glen—there the view is limited to the glen, and the glen alone—here the glen is overlooked, and the eye wanders over the bleak moor-

land space around. Still, the distant murmuring of the river, and the occasional glimpses of its progress, which are caught through the copse-wood, as it winds through the sylvan glen, render this side very attractive.

From several parts of these walks, fine views are obtained of the rich country stretching from the mouth of the glen to the sea; and, from the point where the walk branches off to *Glenmore Castle*, one of the most magnificent forest scenes in Wicklow is presented to our view. It embraces the best and most richly-wooded part of the glen, together with the young plantations of *Ballycurry*, which rise to a height of nearly 700 feet above the level of the sea.

The enclosed part of the demesne of *Ballycurry* may be readily visited by the traveller in returning from the Devil's Glen. He can enter by the front approach, which is opposite to the lane leading to the Devil's Glen, and proceed to *Ashford* by the lower approach leading from *Ballycurry* to that hamlet.

One of the best views of the demesnes of *Ballycurry* and *Glenmore*, and of the richly-wooded district of which they form a part, is readily obtained from the old hilly road leading from the village of *Ballinalea* to *Ballylusk* and *Cronroe* woods. The view comprehends the basin-shaped valley, and the well-wooded acclivities which stretch from the northern base of *Carrick* to *Dunran*; and the part of the above road whence it is best seen is a little above the villa of *Altamont*.

The road frequently travelled from *Ashford* to *Glenealy* is by *Ballinalea* and *Cronroe*, leaving the low and beautifully-wooded road which runs through the demesne of *Rossana* and by the village of *Glenealy* (where there is also a posting establishment) a little to the left.

With the exception of two or three respectable public-houses, at which

tourists occasionally refresh themselves, the village of *Ballinalea* is an assemblage of wretched cabins. The landscape, however, from the higher parts of the road, particularly where it passes the demesne of *Cronroe*, the seat of Mrs. Eccles, is very beautiful. It embraces the whole of that part of the vale of *Glenealy* which stretches from the hill of *Cronroe* to the sea, including the richly-wooded demesnes of *Rossana*, *Inchanappa*, and *Clonmannon*, together with the various villas and delightful country which we have just noticed in connexion with *Newrath-bridge* and *Ashford*. The view of that limited portion of sea which is here seen over the magnificent foreground of wood is also very beautiful. From this point we also command the town of *Wicklow* and the hills lying to the south of it, as well as of a considerable portion of *Glenealy* and its mountain boundaries.

The whole of this rich portion of country is seen to still more advantage from the house of *Cronroe*, which is considerably elevated above the level of the road; and from the crest of the rocky hill of *Cronroe*, a great extent of the surrounding district and a long horizon of sea are seen. *Cronroe*, though a small demesne, lays claim to some antiquity, and is remarkable for the fine old indigenous oaks which have been happily preserved in the grounds attached to the house.

On reaching the valley, we meet the hamlet of *Glenealy*, and the road from *Wicklow* to *Rathdrum*, by *Rathnew*. It is also the road along which the mail-coach and heavy-laden vehicles travel from *Ashford* to this point. It passes, as we have lately remarked, through the demesne of *Rossana*, and affords good views of the fine old trees of that place.

The pretty little hamlet of *Glenealy*, with its neat parish church, adjoins *Glencarrig*, the beautifully

situated seat of Mr. Drought; and a little beyond it, at the base of the copse-clad hills of Carrick, is *Ballyfree*, the seat of Mr. Dickson.

Adjoining *Ballyfree* is *Hollywood House*. It occupies a considerably elevated spur of land which projects from the base of Carrick mountain into Glenealy.

Glenealy, the largest of the low-land tracts in Wicklow which is thus denominated, has more of the character of the vale than of the glen. In assigning to it natural limits, its length may be said to extend from the Vartry river to the Avonmore, embracing the whole of the fertile valley that proudly spreads from the town of Wicklow, by Rathnew and the hamlet of Glenealy, to Rathdrum: its breadth being limited on the west by the hill of Cronroe and the mountain of Carrickmacrilly—the latter rising to a height of 1,252 feet, and on the east by the lower hills which sweep round from Wicklow Head to the Vale of the Avon.

The length of Glenealy is foreshortened by the hill on which stands *Hollywood House*, which projects into the valley. From the principal approach to the house good views are easily obtained of the part of Glenealy lying between *Hollywood* and Rathnew, the richest and most interesting portion of the vale; the part lying westerly—that is, between *Hollywood* and Rathdrum—being, in its natural characters, less defined, less favoured by nature, and less embellished by art.

The landscape from the more elevated parts of *Hollywood* embrace nearly the whole extent of the copse-clad sides of Carrickmacrilly, which stretch from *Cronroe* to *Cronybyrne*, one of the most extensive forest scenes in Wicklow; the partially-clothed slopes of the opposite hill of Ballikillivane, which attains an elevation of 700 feet, and is crowned by the ruins of the shooting-lodge of the late Lord Netterville; and the intervening valley, with the

church-spire of Glenealy shooting up through the trees of Glencarrig in the foreground, and in the distance, the venerable woods of *Rossana*, with the sea beyond.

On the south side of *Hollywood demesne*, a hilly road leads to *Cronybyrne-wood* and *Glenwood*; the former is the residence of Mr. Byrne, the latter that of Mrs. Grattan. These places are situated about two miles to the west of the road; and near the southern base of Moneystown Hill—a summit, rising 1,272 feet above the level of the sea. At half a mile from *Hollywood demesne*, the road leading to the sea-side and to the tract of country lying to the east of the hill of Ballykillivane, is passed. It runs through a narrow but well-defined ravine, being the only level way through the range of hills which sweep from Wicklow Head to the vale of the Avon, and which range forms the eastern boundary of Glenealy. The branch road to which we now refer, called the Deputy's Pass, from the circumstance of a detachment of Sir William Fitzwilliam, the Lord Deputy's army having marched through it in 1595, is gladdened by the Potter's river, a small stream, which refreshes the country downwards, and falls into the sea, near the coast-guard station, at the northern point of Brittas bay.

West Aston, the seat of Colonel Acton, is situated about two miles from the road leading to the Deputy's Pass. It occupies still higher ground than the hills which limit Glenealy—*Bolahill*, above the house of *West Aston*, rising to 894 feet. The house is a plain, roomy, substantial building; and the demesne, which is extensive and well wooded, commands good views of the hilly country lying around.

The point where the Deputy's Pass joins the mail-coach road is three miles from Rathdrum, and certainly is the least attractive part

of Glenealy. The descent to the Avonmore—the reaches along the river banks—the view of Rathdrum on the opposite heights—make, however, ample amends for that uninteresting part of our road.

The small town of Rathdrum is conspicuously situated on the right side of the Avonmore. Owing to the steepness of the bank on which it is built, (the summit of which rises to a height of 759 feet,) the road leaves it a few perches to the right, but is connected with it by a branch road, which leads to the higher and principal part of the town. Rathdrum forms part of the vast estates of the Earl of Fitzwilliam, who is by far the largest proprietor in the county of Wicklow. The town contains a neat parish church, rectory, R. C. chapel, and two schools. There are two small inns, Canterbury's and Morton's, where post-horses and cars can be hired.

Rathdrum is within eight miles of the Seven Churches of Glendalough, and although it makes a considerable detour from Dublin, yet, owing to the beauty of the scenery and the facility of access, it is the road most frequented by tourists in visiting Glendalough. At a mile and a-half from the town, on the above road, is *Copse House*. This place is well designated, it being on the verge of the largest copse-wood in Wicklow. A great portion of this wood forms part of the large estate of Earl Fitzwilliam. This wood stretches from the vicinity of Rathdrum to the base of Moneystown hill, a distance of three and a-half miles, and is, on an average, about a mile in breadth. From its extent, it is a striking feature in the district, and clothes the left bank of the Vale of Clara for two miles.

From *Copse House* to Clara-bridge the road, maintaining a considerable elevation, proceeds along the right bank of the Avonmore river, which

flows through the Vale of Clara, and commands beautiful reaches, of the river and the opposite copse-clad banks. On the left side of the road, the elevated grounds are bleak and dreary, and the mountain sides present but few attractions.

The small hamlet of Clara, which is three miles from Rathdrum, is romantically situated in the bottom of the vale, a little to the right of the road leading to the Seven Churches. It occupies nearly the centre of the Vale of Clara, which runs from Rathdrum to Laragh, an extent of six miles, and through which the Avonmore sweetly flows. This vale is bounded on the east by the copse-clad heights, which stretch from the valley, where, under the town of Rathdrum, the mail-coach road crosses the Avonmore, to the hamlet of Clara, and thence to Laragh, by the hills which connect with Trooperstown mountain; and on the west, by the varied declivities of the mountains of Kirikee and Carrigliveen.

The Vale of Clara, though presenting none of the greater and more impressive features of nature, as at Glenmalur, is in many places romantic and beautiful, and unites a high degree of sylvan richness, with a diversity of natural objects; and the views of the Avonmore, as seen from several parts of the road, and from many of the adjacent heights, as it sweeps down the vale, under its oak covered banks, awakens in the mind the softest and most delightful sensations.

Avondale, the beautifully circumstanced seat of Mr. Parnell, lies about a mile below Rathdrum, and about the same distance to the left of the principal road leading from that town to Arklow. It is watered by the Avonmore river, which runs through the entire length of the grounds, and is adorned by the woods and plantations covering the banks, which rise to a very considerable elevation. The greater

part of the old indigenous trees, which for ages enriched the beautiful pastoral glades, are gone; few have escaped the axe or the tempest; but, fortunately, among the plantations, there still exist some splendid specimens of larch, spruce, and Weymouth pine. The opposite banks of the river, though they do not belong to the demesne, from their shape and elevation greatly contribute to the general character of the vale. The finely-shaped grounds also around *Kingston House*, the seat of Mr. King, blend with those of *Avondale*, and lend their aid to the completion of the landscape.

The grounds immediately around *Avondale House* present a beautiful and highly-diversified surface, and are adorned with fine old beech, and other ornamental trees. The house itself is a plain, roomy structure, and somewhat similar in outline to *Mount Kennedy*, previously noticed. On leaving Rathdrum, as already stated, we keep the demesnes of *Avondale* and *Kingston* about a mile to the left, and, winding over a considerable height, from whence a magnificent view of the mountains to the south and west is obtained, we descend to the Vale of Ovoca. At the foot of the hill, the rivers *Avonbeg* and *Avonmore* unite—forming what is called the first “Meeting of the Waters,” and hence their united streams, under the name of *Ovoca*, flow peacefully down to the ocean at *Arklow*. From the more elevated grounds near the first “Meeting of the Waters,” a striking view is obtained of *Castle Howard*, the seat of Mr. Howard Brooke. There is nothing very commanding either in the size or in the style of the building, for in neither of these characters has it any pretensions to extent or grandeur; but there is something very imposing in the proud baronial position which it occupies, and in the fine woods which are rising

around it. The demesne is approached by the *Lion-bridge*, a picturesque structure which crosses the *Avonmore* river, a little above its juncture with the *Avonbeg*, and harmonizes with the pleasing and rural character of the place. We enter the demesne by a castellated gateway, surmounted by a lion, the crest of the family, and which gives name to the bridge. The castle stands upwards of 200 feet above the river, and commands magnificent views of the Vale of Ovoca, a part of *Glenmalure*, and the mountains and country around; and the approach to it winds along the wooded banks at a tolerably easy rate of ascent.

Our road now runs through the Vale of Ovoca—the loveliest of all *Hibernia's* vales—pursuing generally a parallel course with the river, and in many places enjoying its sweet companionship. The vale is about eight miles in length; in no place, except near the estuary, is it more than a quarter of a mile in breadth; and the banks, which are covered with natural wood, rise from 300 to 500 feet above the level of the river.

The extensive and flourishing copper mines, generally comprehended under the names of *Cronbane* and *Ballymurtagh*, which succeed to the woods of *Castle Howard*, and occupy a considerable portion of the high banks on either side of the river, present a remarkable contrast to the sylvan beauties we have just left, and are calculated to awaken a new and different train of emotions. From the narrow paths which wind up the cliffs—the conduits around the rocks carrying the small streams which propel the slowly-moving but ponderous machinery—the deep pits, up which are borne the metalliferous rocks, the debris of which, being spread around, marks the surface line of operations, by producing, as far as it reaches, the sheerest sterility—from all these external objects,

which must strike the most casual observer, the mind is led to the perils of the miner, who descends the fearful shaft, and traverses the bowels of the earth in quest of the metalliferous veins—to the various manipulations which the ore must undergo, before it is fit to enter into the purposes of our general economy—and to the scientific wisdom which directs, and the skill which executes, all these varied and intricate operations.

These mines belong to three different companies, who collectively employ about one thousand men in raising, cleaning, and conveying the ore to the ports of Wicklow and Arklow, where it is shipped.

Adjoining the copper mines is the Ovoca inn, a neat, comfortable, and generally-frequented house, where cars and post-horses can be hired. We soon pass the hamlet of Newbridge, which is on the opposite side of the river, and so named from the bridge which here crosses the Ovoca. From Newbridge, roads branch off to Wicklow, Arklow, and also to various other places along the coast. A little above the village, on the bank of the river, is *Castle M'Adam Glebe*; and from the road which leads across the heights to Arklow, the various approaches to *Ballyarthur* and *Shelton Abbey* branch off—the former, the seat of Mr. Bayly, the latter, that of the Earl of Wicklow. The natural woods connected with these beautiful seats uninterruptedly clothe the left bank of the Vale of Ovoca, from the immediate vicinity of Newbridge to the flat lands which stretch along the seaward side of *Shelton*; while the opposite banks are covered in a similar manner by the woods of *Castle M'Adam* which reach from the ruins of *Castle M'Adam* to the Wooden-bridge inn; and thence to the neighbourhood of Arklow, by the forest of *Glenart*, in which is situated the residence of the noble proprietor, the Earl of Carysfort. Thus, we

have still before us a drive of five miles through this charming valley, the plain of which is enriched and beautified by the windings of the Ovoca; and the banks, which here rise from two hundred to four hundred feet above the bed of the river, are adorned by an unbroken range of natural forest. The entrance to *Ballyarthur*, the seat of Mr. Bayly, is a little below Newbridge, on the left or opposite bank of the Ovoca, and is conspicuous from its high castellated gateway. The house, which is a small plain building, occupies a pleasant site on the table land which unites with the summit of the river banks; and, as we have just observed, the woods of the demesne clothe the left bank of the Ovoca for two miles downwards. The approach to the house winds for nearly two miles through the copse-wood, and up a narrow glade, which is adorned by beautiful groups of our native sylvæ; and from the walks along the river banks, magnificent views are obtained of the vale, the “Second Meeting of the Waters,” and the mountains around.

As we proceed, about half a mile from Newbridge we pass the new church of *Castle M'Adam*, near which stood the old castle, from whence this parish took its name; and a little further, we pass the glebe-house, remarkable as a neat specimen of the old English style of architecture. Passing under the woods of *Castle M'Adam*, at two miles from Newbridge we reach the

WOODEN-BRIDGE INN,

which, with the exception of Quinn's hotel at Bray, is the most generally-frequented by tourists of all the Wicklow houses of entertainment. It occupies the delightful position in the valley where the Aughrim river joins the Ovoca, and forms the second “Meeting of the Waters;” and is by many considered the confluence more particularly alluded

to by Moore in his celebrated song. But it requires no poetic fancy, no stretch of the imagination, to render this place attractive: its beauties are self-evident. It is not, however, the meeting of the waters which renders this delightful spot so peculiarly interesting—"Tis the meeting of the glens. From the east and the west, the north and the south, they come like rivers into the sea."

In order to comprehend the second "Meeting of the Waters," and the meeting of the glens, together with their connexion with the Vale of Ovoca, we would recommend the tourist to ascend the low, wooded hill rising immediately over the hotel, and which may be considered as part of the grounds attached to it; and also to climb the adjacent promontory, which separates the Aughrim glen from the glen running towards the base of the mountain of Croghan-Kinsella. From the first point you command a distinct view of the second "Meeting of the Waters," and a long reach of the Vale of Ovoca, and from the second point you have the other glens with their tributary streams.

Of these connected glens, the principal is the Aughrim glen, which, under various names and modifications, runs westward from the Vale of Ovoca to the base of Lugnaquilla, the highest of the Wicklow mountains, a distance of thirteen miles. It holds nearly a parallel course with Glenmalur, being separated from it by the chain of mountains over which the military road, from Drumgoff to Aughavanagh, is carried; and on the west it is bounded by that range of summits which springs from the valley running from Aughrim to Coolattin, and sinks at the fertile vale of the Slaney.

For the first three miles—that is, to Coat's-bridge—the glen is delightful; the left bank is well wooded, but the right side, though elevated and bold, and crowned with the dila-

pidated church of Ballintemple, does not harmonize with the general scenery. It is neither wooded, cultivated, nor wild; but, being partly tilled and partly covered with brushwood, exhibits that state of neglect which tends very much to lessen the general character of the scene.

This part of the road, however, enjoys one feature not common to the glen roads of the district—the companionship of the Aughrim river—a fine stream rushing at our feet over its rocky bed, as it carries down the waters of the Derry and the Ow rivulets, the great drains of the district, to the Ovoca, where at its confluence it forms the second "Meeting of the Waters."

Of the other glens, which run more southerly, the most remarkable is that which extends to the base of Croghan-Kinsella, a mountain which rises 1,985 feet above the level of the sea, and is the highest and most conspicuous of the mountains, there forming the limits of the county of Wicklow, and at the same time terminating, on that point, the high lands of the district.

Few ascend Croghan-Kinsella. It is distant from the Wooden-bridge inn about eight miles; and the road for the greater part of the way is tolerably good, and from its great elevation exhibits extensive views of mountain and of glen. The views from the summit, though not so striking as those from similar elevations in other parts of the county, comprehend a vast extent of that gently-undulating and fertile tract of the county of Wexford which stretches southward along the coast from its base to the sea, but which, long ere it reaches the ocean, appears to the spectator to melt in the horizon. In the foreground of the above view, many of the higher hills which are scattered through this district, and which so beautifully break and diversify its surface, are distinctly seen; and the more lofty summits, with the intervening

ranges of hills, which serve to join the mountains of Wicklow with those of Mount Leinster, can be easily traced, as also the broad valley stretching from Aughrim to Newtownbarry, including the towns of Tinahely, Shillelagh, and Carnew; while northward is seen the vast assemblage of the Wicklow mountains.

The brook which waters this glen, and falls into the Aughrim river a few perches before it blends with the Ovoca, was called the Ballinvalley stream, but is now marked in the Ordnance Survey as the "Gold mine river," from its issuing from that part of the base of Croghan-Kinsella where the workings for gold were carried on by the Government from the years 1796 to 1802.

As the history of this affair possesses considerable interest, we transcribe the following account of the discovery of the gold, and of the mining operations, from the Rev. G. N. Wright's "Guide to the County of Wicklow:"—

"The discovery of this valuable metallic substance, which is supposed to have taken place about 1775, was totally accidental, and the knowledge of the fact confined to the neighbouring peasantry for many years. An old schoolmaster is supposed to have been the first discoverer, whose golden prospects are ably ridiculed in an admirable little dramatic piece by O'Keefe, called 'The Wicklow Gold Mines.' In the year 1796, a piece of gold, in weight about half an ounce, was found by a man crossing the Ballinvalley stream, the report of which discovery operated so powerfully upon the minds of the peasantry, that every employment was forsaken, the benefits of agriculture abandoned, and the fortunes of Aladdin, or Ali Baba, were the great originals they hoped to imitate. Such infatuation called for the interference of Government; and accordingly, a party of the Kildare

militia were stationed on the banks of the rivulet to intercept the works and break the delusion. During the short space of two months spent by these inexperienced miners in examining and washing the sands of the Ballinvalley stream, it is supposed that 2,666 ounces of pure gold were found, which sold for about £10,000.

"From this time until the eventful period of 1798, when the works were destroyed, Government took the management under its own control; and during that time the quantity of gold collected amounted only to the value of £3,675 7s. 11½d."

The two smaller glens or ravines which branch off the former are limited in their extent. The smaller penetrates the forest of Glenart, and affords, for so far as it extends, a back road to the house and offices of Lord Carysfort; while along the other and larger glen, a road leading to various townlands is carried. Both are adorned by copsewood, and enlivened by the little brooks which gurgle over their rocky beds as they progress to the Gold-mine river.

Returning to our road to Wexford, from the Wooden-bridge inn to Arklow, which keeps the right side of the river, and skirts the woods of *Glenart*, and affords good views of the opposite banks, with an occasional glance through the trees of the river and of the towers of *Shelton Abbey*, we pass at two and a-half miles from the Wooden-bridge inn, *Glenart House*, the seat of the Earl of Carysfort. The house is a plain structure, embosomed in the vast extent of forest which covers the highly-varied surface of this ample and beautifully-situated demesne.

Owing to the nature of the plantations which skirt the boundaries of the demesnes of *Glenart* and *Shelton*, the trees and brushwood on the river side of the road have been suffered to grow apace, to the manifest injury of the general scenery;

The river and valley are thereby almost obscured, and in many places the apparent height of the magnificent bank of wood on the left side of the river is greatly diminished.

As we pass the beautiful demesne of *Shelton*, the placid stream of the *Ovoca* gradually mingles with the deep and still tidal waters; and the bold and oak-clad banks merge with the swamps, which in their turn blend with the flat and arid shore of *Arklow*.

Passing the villas of *Ballyrain* and *Lamberton*, which unite with the woods of *Glenart*, we soon reach the small town of

ARKLOW,

situated at the south-east extremity of the county, on a narrow inlet which runs in from the bay to receive the waters of the *Ovoca*. It appears, from authentic records, to have been a place of considerable antiquity: it was granted by King John to Theobald Fitzwalter, hereditary Lord Butler of Ireland, whose castle, after many sieges and burnings, was finally demolished by Cromwell. The remaining fragment, however, which adjoins the small infantry barrack, is sufficient to attest its position and former importance. There is a considerable retail trade carried on in the town, and about two hundred boats are employed in herring fishing and dredging for oysters. There is a good inn, where carriages and post-horses can always be obtained. The inn is situated in the main street, in which are the church, principal shops and houses; the remainder of the town principally consisting of poor cottages. The sand-banks that now encompass the harbour, render it quite unfit for vessels of any burthen.

The true lover of nature, who "travels in the faith that, go where you will, the cravings of the heart will be satisfied," will, no doubt, find much to interest him, even should

he wander along the sandy dunes of *Arklow*. The contrast from the fertility of the rich valley he has just left, to the sterility of the arid beach on which he stands, may strike him; the dunes of sand along the shore and on the adjacent sea-banks, which to others are objects of no interest, may awaken emotions in his mind of the power and sublimity of the ocean, and of its mighty agency in effecting many of those important changes on the earth's surface, which are daily, nay hourly, taking place; and nowhere are those changes, in the ordinary course of nature, so strikingly displayed as in places like this; where the estuary of the *Ovoca* is affected by drifting sands. *Seabank Cottage*, which is about a mile east from *Arklow*, is prettily situated at the termination of the sand hills which stretch along the shore; and beyond it there is a fine tract of land of several miles in extent. With some slight exception, however, this beautifully-situated tract of country is in a very unimproved state; nor is there any place worthy of the name of a country seat from *Arklow* to *Seapark*—a distance of ten miles.

In visiting *Shelton Abbey*, the beautiful seat of the Earl of Wicklow, we cross the estuary by the bridge immediately under the town; and passing the private entrance to *Shelton*, which runs through the marsh, but at which there is no admission for strangers, we proceed along the public road, which passes through the sandy tract and round the ruins of *Kilbride church*, where a simple pyramid, rising above the more humble tombs of the cemetery, marks out the resting-place of the noble family of Howard. The tract of country which unites with *Shelton demesne* on the east, is well defined by the variously-named range of hills stretching from *Castle Howard* northwards, and which, at its termination towards the shore, at

tains to a considerable elevation above the sea.

The public entrance from Arklow to *Shelton Abbey* is about a mile and a-half from the town; it is on the upland road leading to Newbridge, Redcross, and other parts of the district lying between the Ovoca and the sea. Carriages are admitted, and allowed to proceed as far as the enclosed grounds immediately around the house.

The Arklow approach to *Shelton Abbey* winds gently down a sloping bank, and principally through natural wood. It is not, however, dull and monotonous, as woodland drives often are; it is varied by intervening portions of the park, which serve to diversify and enliven the scenery. The mansion is a modern erection, and, though limited in its dimensions, is a beautiful specimen of the pointed style of architecture, and also affords a good example and a rare instance, at least in this country, of the happy effects which may be produced, as well in an architectural as in a pictorial point of view, by uniting in the *façade* the domestic offices with the dwelling-house.

Leaving Arklow for Wexford, the scenery and character of the country at once change—the mountains retire to the west; the surface becomes comparatively flat, open, and destitute of timber; the seats are few and far between; the dry, shingly soil, in immediate contact with the inclined strata of the transition schists which we have left, is succeeded by a good surface on a deep, retentive subsoil, generally incumbent on marl; and the whole district, in its nature and aspect, forms a striking contrast with the country travelled through between Dublin and Arklow.

Still, it is not devoid either of beauty or interest: the surface, which is generally undulating, is occasionally relieved by hills, which attain to a considerable elevation; the soil is good; the farms are

larger than those generally met with; the farm-houses are of a better description; and the dwellings of the peasantry bespeak more comfort than in the more remote districts to the south and west; and, we may add, that these remarks apply, with some exceptions, to the greater part of the country connected with our present route.

To the eye of the experienced agriculturist, however, throughout the whole extent of this fine tract of country, the want of good fences and draining, and the total absence of any thing like system in farming operations must be but too apparent.

The tract of country which falls under our notice between Arklow and Gorey, and which may be said to be connected with this, the principal line of road, is about twelve miles in breadth. It is bounded on the east by the sea, and on the west by the range of hills which stretch from Croghan-Kinsella to the vicinity of Camolin. They are respectively, Croghan-Kinsella 1,985 feet; Annagh hill, 1,495; and Slieveboy, 1,385; and, between Slievebawn and Slieveboy, are the summits of Slievegower and Ballycooran.

The above remarkable range of hills, while they serve to limit the district through which a portion of our present road lies, serve also to separate it from the valley which reaches from Coolattin to Aughrim, and through which the road between these places is carried.

On leaving Arklow we pass the houses of *Elton* and *Emmaville*, and at two and a-half miles, enter the county of Wexford. About a mile and a-half from the county bounds, and near the shore, is Arklow rock, which rises 411 feet above the sea. Near it are the grave-yard and site of Chapel Hogan, Lady's-well, Patrick's-well, and Bull-of-rock. These antiquities are situated on the limited portion of rocky shore lying between the long ranges of sand-hills extending along the coast. As

we proceed, we have the hamlet of Coolgreany about a mile to the right, near which is *Newtown Lodge*; and at five miles from Arklow we reach the small church of Inch. About a mile to the east of Inch church, is *Hyde Park*, the handsome seat of Mr. Beauman, and near it the dilapidated house and demesne of *Castletown*. At two miles from Inch church, to the right of the road, is *Ballynestragh*, the seat of Sir Thomas Esmonde, Bart.; near it is the village of Limerick, around which are some church ruins and the remains of a castle, the ancient seat of the Esmondes. To the left of the road and within a mile of the shore is Tara hill. It is situated on the sea-side road leading to Courtown. It is the highest land on this part of the coast, rising to an elevation of 826 feet, and is a conspicuous feature in the country. From various parts of the hill, as well as from its summit, extensive views are obtained of the coast and district around.

GOREY,

which principally consists of one street of three quarters of a mile in length, is a place of some antiquity, having obtained a charter of incorporation from James the First. In the main street are the principal houses, shops, inns, church, schools, market, and courthouse. A large and remarkable R.C. chapel, with a nunnery attached, has lately been built in the pointed style. It is situated on the south side of the main street, in which direction the town has been lately extending itself.

A fever hospital adjoins the town, and the union workhouse is about a mile to the west of it.

The weekly markets, where a considerable quantity of poultry and agricultural produce are disposed of, are well attended. The Barnoge stream, which rises a little to the east of Gorey, runs past the town,

and falls into the Owen Avarragh a little below it.

The principal inn of the town, where post-horses and carriages can be obtained, is kept by Ebbs.

Close to the town is *Ramsfort*, the seat of Mr. Ram, the principal proprietor of the town and country lying immediately around it. This large demesne possesses a considerable extent of fine old timber, and the park presents a beautifully-varied surface. The old mansion, a large building, was burnt by the insurgents in 1798. The present house is a small but comfortable residence.

Woodlands adjoins Ramsfort. *Millmount* lies a little to the south, and *Clonattin* to the east, of the town.

Courtown, the seat of the Earl of Courtown, is pleasantly situated on the sea side, about three miles from Gorey. The mansion is a plain structure, to which considerable additions have lately been made. The small streamlet, the Owen Avarragh, runs through and adorns the pleasure grounds and southern end of the park. In the grounds around the house, which are sheltered from the sea-breeze, are some of the largest and finest evergreen shrubs which we remember to have met with. They are principally the commoner sorts, but they have attained to an extraordinary size, and are strikingly beautiful. Among them we may notice an evergreen oak, which has assumed more the habit of the bush than the tree. Its outline is domical—the stem, at three feet from the ground, is sixteen feet in circumference; but, above this, it divides into numerous ramifications. The branches extend over an area, whose periphery is 210 feet. It is one of the largest and at the same time one of the most beautiful evergreen bushes in the kingdom. In the higher and more unsheltered parts of the park, which are exposed to the sea-breeze,

it is with difficulty that trees can be reared, at least to any size.

The small harbour of Courtown is about a mile from the demesne, and near it is the village of River Chapel. The parish church is in the demesne: and pleasantly situated a little to the east of it, are the glebe-house, and school, and *Seafield*, the latter the residence of Mr. Hore.

In addition to the remarks we have made on the general nature and appearance of the district, we have little more to offer in reference to the country between Gorey and Camolin.

At two and a-half miles from Gorey, we reach the church, hamlet, and cross-roads of Clogh, and at six miles, the village of

CAMOLIN,

which, we regret to state, exhibits unequivocal signs of decay. It is watered by the Bann, a small river which takes its rise on Annagh-hill, and falls into the Slaney a little below Scarawalsh bridge. Till lately, Camolin formed part of the large estates of Viscount Valentia, the demesne, *Camolin Park*, being within one mile of the village.

The demesne, with the surrounding manor, was the remnant of the landed property which the noble family of Valentia possessed in Wexford; but even that has passed into the hands of Mr. Foster.

Camolin Park, since the family have ceased to reside there, has fallen into decay. It covers a considerable extent of surface, and its position is well defined by the domical hill of Slieveboy, the base of which is about a mile to the north of the demesne. On the south side of the village are *Norrismount*, Mr. Brownrigg, and *Medop-hall*, Mr. Smith. Two and a-half miles south-east of the village is *Ballymore*, the seat of

Mr. Donovan; and near it is the detached hill of Ballymore, which, from its elevation, 769 feet above the sea, and its isolated position, is a remarkable feature in the district for many miles around.

The ancient episcopal town of Ferns is only three miles from Camolin, and ere we reach it, the house and demesne of *Ferns* are passed. This was the residence of the bishops of Ferns up to the death of Dr. Elrington, the last diocesan, in 1836; when, by the Church Temporalities Act, the See was united to Ossory, and the house and demesne lands let under the Ecclesiastical Commissioners. The house is a plain, large, substantial building; and the demesne, which is fertile, is watered by the Bann river. The demesne wood is about a mile from the house, and on the right-hand side of the road, and though merely an oak copse, is a feature in the country, and locally known as the woods of Kilbora, Coolpuck, and Coolroe.

The cathedral of St. Eden's, in the town of Ferns, is a small, plain building, erected in 1816, and used as the parochial church. It is attached to the site of the ancient church of St. Eden's, erected in the sixth century; and near the latter are the ruins of the Augustine monastery, founded by Dermot Mac Murrough, king of Leinster, in 1170; and in the demesne the ruins of St. Peter's church are pointed out.

The castle of Ferns was originally built by Strongbow, who married the daughter of Dermot Mac Murrough, king of Leinster; and, as it constituted one of the military castles, held of the crown, for the defence of the country, it was repeatedly destroyed and re-edified in the turbulent periods that followed. It appears, however, that its final demolition was effected, by the parliamentary forces under Sir Charles Coote, after the civil war which commenced in 1641.

Adjoining the town, on an elevated site, are the extensive ruins of this once formidable pile, and which still form a very striking feature in the country for many miles around. It was originally a place of great strength, of quadrangular form, and defended at the angles with round towers, one of which is still entire, and contains a small chapel with a groined roof, the interior of which has been recently fitted up. The tower commands from its summit, an extensive view of the country around.

The poor, small town of Ferns possesses, in itself, little to interest the traveller. Like the castle, it suffered from repeated sackings and burnings. It never appears, however, to have been a place of any importance; and even during the residence of the latter bishops, it exhibited unequivocal signs of poverty and decay. On leaving Ferns, the country to the west of our road becomes more open, and the eye, ranging over the low and intervening hills, rests on the lofty granitic range of Mount Leinster and Blackstairs, which, in that direction, terminate the view; and, on the south-east, the prospect is limited by the high grounds which connect with the hill of Oulart.

From Ferns to Enniscorthy there are two roads nearly equidistant,—one proceeding by the right bank of the Bann, and crossing the Slaney, at Scarawalsh bridge; the other, keeping the left side of the Bann, by Clonewood and by the demesne of *Solsboro*. The former is the more level line, and the road now generally travelled.

Two miles from Ferns we pass between the woods of Crory and Clone—the former often called Ferns Wood, and lying to the right side of the road; the latter being on the opposite side and on the left bank of the Bann. At four miles from Ferns we reach Scarawalsh bridge, where we cross the Slaney, which, a few

perches below the bridge, is augmented by the Bann rivulet, and at a mile farther down, below *Killabeg*, and close to the demesne of *Solsboro*, it receives another and a considerable mountain stream.

The Slaney is here a fine, clear river, as yet uninfluenced by the tide water, and its windings through the rich pastoral valley for several miles above and below Scarawalsh bridge, are extremely beautiful.

As we approach Enniscorthy, the country assumes a still more cheerful and cultivated appearance; and, among the improvements which have been effected on the Earl of Portsmouth's estates, embracing as they do the town of Enniscorthy and a very valuable tract of country around, Toomsallagh, the farm of Mr. Rudd, is conspicuous. It is beautifully situated on the bank which connects with Mount Carnac, a summit, rising 454 feet above the sea.

ENNISCORTHY,

as seen from the north, has a very venerable aspect. The principal part of the town, including the castle, its grey towers, and the large modern R. C. chapel, built from the designs of Pugin, are situated on the side of a steep hill, and the houses rise over each other in all that irregularity and variety of outline, for which the older and similarly-situated towns are remarkable.

The castle, originally built by Raymond le Gros, is one of the earliest military structures of the Anglo-Norman settlers. It is a very remarkable building, as well from its situation as from its style. The body of the building is of a square form, flanked at each corner with a round tower.

It appears that the castle and manor were at one time possessed by the Kavanaghs, and subsequently granted by Queen Elizabeth to Spenser the poet; and that the castle

was taken and destroyed by Cromwell, and afterwards repaired by Sir Henry Wallop, ancestor of the Earl of Portsmouth, the present proprietor, to whom also as we have already remarked, the town and a considerable tract of the fine country lying around it, belongs.

There is a handsome church in the lower part of the town; and the R. C. chapel, to which we have already alluded, will, when finished, be one of the most imposing ecclesiastical structures in this part of the country. There are also a convent for Presentation Nuns, with Methodist and Quaker meeting houses.

A fragment of the Franciscan Convent is all that remains of the ancient churches which were erected here.

Enniscorthy, which of late years has extended considerably, carries on a very considerable retail trade, and at the weekly markets a great deal of grain and other agricultural produce are disposed of. The Slaney, which from Enniscorthy downwards, is a large tidal river, is navigable for barges of considerable tonnage, and by it, coal, timber, iron, limestone, manure, and other commodities, are brought up from Wexford; and by which also the agricultural produce for shipment is borne down to that port. To facilitate the trade by the Slaney, two quays have been built at a considerable expense, which sum was partly defrayed by the trustees of the Earl of Portsmouth, and partly by subscription.

As the river occupies the greater part of the valley, the principal part of the town reaches along the abrupt banks on either side; consequently, the streets are in many places inconveniently steep. This, however, as regards the ingress and egress to and from the town, has been remedied by level lines of roads, which have been lately formed in various directions.

Enniscorthy contains, in addition to

the places of worship which we have enumerated, a court-house, market-house, union workhouse, and fever hospital. There are a commodious hotel, two branch banks—the Bank of Ireland and the National—a brewery, some flour mills, and a considerable extent of corn stores. In the centre of the town there are a number of respectable houses, but the suburbs consist of long lines of poor cabins. Still, with all the disadvantages of site, Enniscorthy is comparatively a clean and orderly town.

There is no scene in this part of the country more beautiful than the rich valley above and below Enniscorthy, through which the Slaney flows. Though the banks do not rise abruptly from the river, they are highly cultivated, and attain to a considerable elevation, and the verdant pastures lying along the water's-edge is of the richest character.

The left bank of the river, above the town, is adorned by the plantations of *Solsboro*, the seat of Mr. Richards, and also by those of *Greenmount*, and of several other villas; and on the right bank, below the town, by the woods of *St. John's*, the seat of Dr. Hill; and the plantations of *Borodale*, the residence of Mr. Beatty. This place is pleasantly situated in the glen, through which the small river Boro meanders to meet the Slaney.

The valley and windings of the Slaney, the town of Enniscorthy, and the interesting country around it, can readily be seen from Vinegar Hill, which adjoins the town. This hill, which is a remarkable feature in the district, and which also serves to mark out the site of Enniscorthy for many miles around, rises 389 feet above the level of the sea. It is one of the most fertile quartz hills which we remember to have seen, the surface being covered with a rich deep soil to the very

summit. In addition to the views which its crest affords of the town, river, hills, valleys, and country around, it commands the whole extent of the district lying westward from the valley of the Slaney to that of the Barrow. We mean that portion of the country which is bounded by Mount Leinster and Blackstairs mountains on the west, and on the south, by the low range of sterile quartz hills, locally known as the mountains of the Barony of Forth.

In the rebellion of 1798, Enniscorthy was the scene of much hostility, being, for a considerable time, in the possession of the rebels, who committed great excesses. On Vinegar Hill, at one time, 10,000 of the insurgents were encamped, and there they were finally routed by the royal army under General Lake.

From Enniscorthy to Wexford, the country partakes of the same varied surface and good soil, which are common to the preceding parts of our route, but it also exhibits the same backward state of agriculture, and the neglect of draining common to these parts. Though comparatively better, in these respects, than many parts of Ireland, it is truly melancholy to see such an extent of fine land so sadly neglected.

From Enniscorthy to Wexford there are two roads, one on either side of the Slaney; that by the right bank, which leads to the numerous seats along that side of the river, is hilly, and increases the distance a mile; that by the left bank is more level, and is the line of road generally travelled. The former line, on which none of the public conveyances run, and which is chiefly used by those who reside, or who may have business in that part of the country, is interesting, not only as leading to the different seats along that side of the river, but as presenting a variety of scenery, particularly at Carrickman-

nan, and the other narrow glens which the road crosses.

Proceeding by the mail-coach line, which, for the first three and a-half miles, keeps along the left bank of the Slaney, and close to the river, we reach *Edermine*, the seat of Sir John Power, Bart., where a fine mansion has lately been erected.

At *Edermine* the road leaves the Slaney, and keeps generally about a mile from it, till it crosses the estuary at Ferry Carraig.

About two and a-half miles to the east of *Edermine*, is *Ballinkeele*, the seat of Mr. Maher, where a handsome mansion has lately been built, and other extensive demesne improvements effected. This demesne is situated on the edge of a large basin-shaped tract of country, through which the streamlet called the Sow River forces its reluctant way. This tract, generally known as *Ithybog*, contains a vast extent of highly reclaimable lands, which, it is hoped, under the facilities of the new drainage act, will soon assume another and a better aspect.

Passing the poor and uninteresting hamlet of Oilgate, at about nine miles from Wexford, the hamlet, cross-roads, and demesne of *Kyle* are reached. The former is close to the road, and contains the post-office of the district around, and several cottages. *Kyle* is the seat of Mr. Harvey. It is delightfully situated on the banks of the Slaney, and commands a very fine view of one of the longest and most interesting reaches of that river. This scene includes the whole extent of *Bellevue*, the handsome seat of Mr. Cliffe, and *Brookhill*, of Mr. Bell, prolonged by *Mackmines*, the seat of Mr. King, and *Birchgrove*.

The old castle of *Mackmines*, with its venerable trees and shrubs, which impart to it a considerable degree of interest, and all the above places are situated close to each other on the right bank of the river, and

constitute a rich scene. Below *Kyle House* is *Lonsdale*, the residence of Mr. Harvey, and "*The Deeps*," that of Mr. Redmond. Between *Lonsdale* and *Newtown*, and close on the Slaney, are the ruins of *Deeps Castle*.

Opposite to *Newtown*, and on the right banks of the river, are *Healthfield House*, *Killurin House*, and church. These places joining *Bellevue*, form, with it, a long reach of wooded grounds along that side of the river.

Close to the demesne of *Kyle* is the modern church of *Kilpatrick*, and within a mile of the cross roads of *Kyle*, but at the left side of the road, are *Sion House*, and the neat hamlet of *Crossabeg*.

Adjoining *Crossabeg* are the villa of *St. Edmonds*, and *Artramont*, the seat of Mr. Le Hunte. The latter is beautifully situated at the head of the estuary of the Slaney, and, from its delightful grounds, commands fine views of the estuary, harbour, and town of *Wexford*. The *Sow* rivulet here falls into the Slaney. Above its embouchure, and before it reaches the demesne of *Artramont*, it runs through a pretty winding glen, a part of which is well known as *Eden Vale*, and forming in its course, three small, but picturesque cascades.

The old castle of *Artramont*, which is situated in a verdant knoll near the sea, is a striking feature.

Close to *Artramont*, and three miles east from *Kyle*, is the village of *Castlebridge*. It is situated within half a mile of the head of the estuary of the Slaney, and is watered by a small stream which falls into the *Sow* before it reaches the sea.

Returning to *Kyle*, and pursuing our course to *Wexford*, at two miles from the former, we reach *Saunders Court*, the seat of the Earl of Arran. About thirty years ago, this demesne was abandoned as a residence by the noble family of Gore, and its noble oak-woods, and hedge-row.

trees, which at once sheltered and adorned the country for miles around, were prostrated. It is now, however, in an advanced state of renovation; a commodious mansion has been built. Already the growths of natural copses adorn the glens, and already the young plantations mark out the long and flowing boundary lines; and even to the passer by, the commencement of that character is apparent, which this extensive place is intended to receive.

From the mail-coach road, which runs through a part of the demesne of *Saunders Court*, we obtain good views of the estuary of the Slaney, the town of *Wexford*, and high country lying around it, and, at the termination of the demesne, we reach the bridge and castle of *Ferry Carrig*, which was built to defend the pass of the Slaney, and ranks amongst the earliest military edifices constructed by the Anglo-Normans. It was erected by Lord Robert Fitzstephen de Marisco, who entered Ireland in the year previous to the arrival of Earl Strongbow.

Of the castle, which was originally a small building, all that remains is the square keep, picturesquely situated on the pinnacle of a rock close to the river.

On the opposite side of *Ferry Carrig*, and also on a high bank close to the river, the foundations of *Shanacourt*, or *John's Court Castle*, said to have been built in the reign of King John, and in which that monarch held a court, can still be traced.

A mile below *Ferry Carrig*, on the left bank of the Slaney, is *Killowen*; and at two miles, *Tykillen House*, the seat of Mr. Walker. On the right or opposite bank, are *Cullintra*, *Barnstown*, *Ardcandris*, and *Carrickmannen*. In the grounds of *Barnstown* are the remains of an old castle, coeval, as some think, with *Ferry Carrig*.

There are few river views more

beautiful than that which is obtained from the bridge of *Ferry Carrig*, nor do we remember to have seen on any of our rivers, and within the same limits anywhere, a more striking combination of objects.

Above the bridge the windings of the broad tidal river, with its high and partially-wooded rocky banks; below, the expanded estuary with its cultivated slopes; on either side of the river, the roads which have been cut out of the solid rock, exhibiting the manifold contortions and disruptions of the schistose strata; the long and simple timber bridge, crossing the mouth of the river, and connecting the above roads; the grey and time-honoured walls of the castle of *Ferry Carrig*, which crowns the steep, and presides over the romantic scene—all combine to arrest the attention of even the most casual observer.

Proceeding to Wexford, along the right bank of the estuary, a little beyond *Ferry Carrig*, we pass on the right, and about a quarter of a mile from the road, *Belmont*, the handsome seat of the Countess Dowager of Donoughmore. This demesne is finely situated on the high and picturesquely broken grounds which reach to the base of the hills of *Forth*. *Park House*, *Janeville*, *Bettyville*, and several villas are passed, before we reach

WEXFORD,

the county town, situated on the margin of the large harbour which takes its name, and into which the *Slaney* discharges its waters.

The town is of high antiquity; and, as far as can be learned, from the earliest historical notices concerning it, was a maritime settlement of the Danes. Nothing further, however, is known of it till it was besieged and taken by the Anglo-Normans, soon after their landing at *Bannow bay*. From that period to 1649, when it was

possessed by Cromwell, and the garrison put to the sword, this town had its full share of the feudal wars which devastated the kingdom; and again, in 1798, it was the principal head-quarters of the last rebellion. In that year it was occupied by the insurgents for the space of three weeks, during which time many acts of cruelty were perpetrated.

The first charter to Wexford on record, is that of 1318, which was confirmed and extended in subsequent reigns.

Wexford is picturesquely situated at the eastern end of the low range of quartz-hills, locally known as the barony of *Forth mountains*; a part of the town reaches along the base of the hills, and the remainder occupies the flat shores of the western side of the harbour. As approached from the *Ferry Carrig* road, it is not seen to advantage, but, from the opposite side of the estuary, it has a very singular and striking appearance.

From north to south, including the suburb of *Faithe*, the town is about a mile and a-quarter in length—its breadth is variable.

Many of the principal streets are very narrow, and everywhere they are badly paved; and like most of our towns, Wexford contains its ample proportion of wretched lanes with all their usual concomitants, misery and want. Along the quays, and in the more modern streets, however, there is abundance of space; and throughout the town there are a number of well-built and respectably-inhabited houses. The town is now lighted with gas, and a good supply of water has been provided.

As the county town, Wexford contains the county court-house, gaol, hospital, and infirmary; the municipal buildings appertaining to the corporation, and the fiscal offices connected with the revenue; to which we may add a small infantry

barrack on the site of the old castle at the south side of the town. None of these buildings are in any way remarkable either for their situation or architecture.

The ecclesiastical buildings are—of the Established Church—St. Iberius and St. Selsker. The former is a plain building with rusticated quoins, and surmounted by a small cupola. The latter is a small structure built in 1816, in the early English style of architecture; and is connected by a small vestibule with the massive ancient tower, and other remaining parts of the old abbey. In the church-yard, which is surrounded by a portion of the old walls of the earliest built parts of the town, are several ancient monuments, and the ruins of St. Selsker abbey. The Roman Catholic places of worship are, the Franciscan church, St. John's and St. Peter's. The two former are plain buildings in the town; the latter is a unique modern building, in the Gothic style, with a very large rose window on the eastern end, of elaborate design. It is attached to St. Peter's College, which occupies an elevated site on Summer-hill, and is a conspicuous object rising high above the other buildings of the town. This building is to form a quadrangle—the eastern front of which is nearly finished. It exhibits a square tower in its centre, with octangular turrets at each angle, which is to be surmounted by a spire, 140 feet high. There are also houses of worship for Presbyterians, Wesleyans, and Independents.

There are various schools: the principal are St. Peter's College, above stated, the diocesan school, the parochial school of St. Patrick—the latter aided by the trustees of Erasmus Smith's charity—the girls' school connected with the Presentation Nunnery, and the national school, to which we may add the Redmond Female Orphan House.

Some of the walls with portions of

five of the towers which surrounded the original part of the town are still to be seen. They encompass the church-yard of St. Selsker, and the walls are still in a sufficient state of preservation to show that they were twenty-two feet high, and supported in the inside by a rampart of earth twenty-one feet thick. The ruins of several of the ancient churches can still be traced throughout the older parts of the town; but the more remarkable are the tower and other fragments of St. Selsker, founded in 1190, and the ruins of the church of St. Mary, to both of which we have adverted. A large portion of the present town stands beyond the old mural lines of defence.

TRADE AND COMMERCE.—The Bank of Ireland, Provincial and National Banks of Ireland, have each branches in the town.

The export trade, which is limited to cattle, poultry, butter, grain, and other agricultural produce, is considerable; and there are upwards of one hundred and twenty registered vessels, of the aggregate burden of 7,000 tons, and above six hundred seamen, belonging to the port. There are also two steamers between Wexford and Liverpool. The imports embrace all the various articles usually brought to Ireland.

The shops are good, and the retail trade is extensive. Few towns can boast of being better supplied with provisions—particularly poultry—of which great quantities are weekly sent to Liverpool. Many kinds of fish, including oysters of a very large size, are taken on the coast, and barnacle and other edible sea fowl frequent the shore.

The quay extends for nearly half a mile from the bridge, having a general breadth of sixty feet. The shipping interest has been greatly promoted by a patent slip and ship-building yard erected by Mr. Redmond.

The harbour, which is of an ob-

long form, is about eight miles in length by three in breadth; its seaward sides being bounded by long sandy ridges formed by the action of the ocean. These sand banks run out from the mainland, and approach to within a mile of each other, and this open space forms the entrance to the harbour. The northern bank, which is about four miles long, is termed the Raven, and the southern bank, about five miles in length, and on which there is a coast-guard station, is called Ross-lare. At these terminating points, where they limit the entrance to the harbour, they rise respectively twenty-nine and thirty-two feet above the tide water. Owing, however, to a bar at the mouth of the harbour, vessels above two hundred tons' burthen cannot enter it, even at spring tides, without being lightened of a part of their cargo.

White's hotel is one of the best in the south of Ireland; and his posting establishment is not to be surpassed.

The union workhouse, a handsome building, occupies a conspicuous site near the northern entrance to the town.

Wexford is connected, with the country on the opposite side of the Slaney, by a raised causeway at either side, and a wooden bridge in the centre. The causeways are respectively 650, and 188 feet in length, and the bridge is 738 feet; and near the town end of the latter is the draw-bridge to admit vessels up and down the Slaney. The bridge of Wexford was the scaffold on which many of the dreadful acts of the insurgents in 1798 were perpetrated.

The villa of *Cromwell's Fort* adjoins the suburb of *Faithe*; and the

villas on the north side of the town we have already generally enumerated.

The country around Wexford, particularly on the west, towards the barony of Forth hills, is high, broken, and romantic; and from many parts of the grounds rising immediately over it, good views are obtained of the town, the harbour, the estuary, the coast, and country adjacent; and from these points a much better knowledge of the district lying around the town can be obtained than from any description.

The Raven rocks, the summit of the Forth hills, 776 feet above the sea, are only four miles west from the town. The road to them passes by *Rosville* and *New-bay*, and through a high and picturesquely broken country. The views from the summit of the rocks embrace on the one hand, the whole of that part of the county of Wexford which lies to the south of the Forth-hills—the fertile baronies of Forth and Bargy, their dunes and sea lough, with a boundless extent of ocean; and, on the other hand, the greater part of the remainder of the country, more particularly the harbour and coast northward, the estuary and river, with the various seats along their banks; and, in general, the whole of the country, as far as the eye can trace eastward, to the mountain limits of Wicklow; northward, to those of Carlow; and westward, to those of Kilkenny. Those who are anxious to know the character of the country, the bearings of the different points around Wexford—in fine, the topography of this interesting district, will learn much by perambulating the ridge of the sterile quartz hills of Forth.

No. 19.—DUBLIN TO WEXFORD.

SECOND ROAD, BY RAIL, TO BAGNALSTOWN, AND THENCE BY ROAD, *via* KILTEALY AND KILLURIN; WITH BRANCH FROM KILTEALY TO ENNISCORTHY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Wexford.
Dublin,	—	—	102½
Bagnalstown, by Rail, as in No. 12,	—	66	36½
Cross-road near Killedmund, by Road,	7½	73½	29
Kiltealy,	6½	79½	22½
Cross-road (near Ballyhighland),	8	87½	14½
Killurin,	7½	95½	7
Wexford,	7	102½	—

Branch from Kiltealy to Enniscorthy,	9	—	—
„ Enniscorthy to Wexford,	14½	28½	—

Except in summer, and that principally chosen by tourists, this road to Wexford is much more frequented than the preceding line; the celerity and comfort afforded by the railway to Bagnalstown making ample compensation for the increased distance of ten miles in the whole journey.

To many, in a topographical point of view, this road, which crosses the Mount Leinster range, will be delightful, as, in no other part of the island is such splendid mountain scenery—limited, though it be to a single ridge—so readily and so easily seen; while to all, the remarkable change of feature and of surface, of hill and of dale, of mountain and of plain, of arable and moorland, which follow each other in such rapid succession, will be interesting.

On leaving the railway at Bagnalstown, the coach road turns suddenly southward, leaves the very fertile calcareous plain which sweeps around the sandstone hills of Slieve-Margy, lying to the west, and emerges on the elevated granitic district extending from Dublin bay to the confluence of the Barrow and Nore near New Ross.

We here notice these geological transitions as the consequent

changes in the physical features of the country are so marked and so evident, that even the most casual observer must be struck with them.

For the first three or four miles of our journey, the agricultural improvements which have been effected on a rocky, but not ungrateful soil, will be evident to every one conversant in rural affairs, while the utter hopelessness of attempting the reclamation of the higher and more rocky moorlands in a remunerative point of view, will be to them equally apparent.

As we proceed, the limits of the mountain valleys, with their included hills are gradually unfolded; but it is not till the Camlin Gap is passed through, that the fine outlines of the mountains themselves are fully displayed.

This outline embraces that very conspicuous chain of mountains extending, under the name of the Mount Leinster range, from the valley of the Slaney at Newtownbarry to the confluence of the Barrow with the Nore near New Ross—a distance of twenty miles, comprehending the summits locally known as Mount Leinster, Blackstairs, the White Mountain, and Brandon Hill, which respectively attain, in the

above order, to an elevation of 2,610, 2,409, 1,053, and 1,694 feet above the level of the sea, and are exhibited in grand amphitheatrical array as we descend from Camlin Gap to the valley of Mount Leinster.

In our descent, we pass, on the left, *Mount Leinster Lodge*, the residence of Mr. Newton, the only seat lying between Bagnalstown and Killealy, and we command, with the mountains generally, views of their included circular valley. In the valley, a picturesque, though singular combination of hill and dale, of moor and of moss, of arable and of pasture land, is presented, with the straggling hamlet Kiledmund beneath, and the fine demesne and interesting village of Borris, about three miles to the westward.

The valley traversed, we ascend to Scollagh-gap, the pass lying between Mount Leinster and Blackstairs mountain, the only one available for carriages between the valleys of the Barrow and the Slaney. As a Gap, it is not altogether deficient in those features which distinguish mountain passes, but it wants many of the accompaniments of wildness and of grandeur which characterize the Gaps of Dunloe, Barns, and Barnsmore.

Still, to those who have not witnessed similar natural features on a larger or grander scale, Scollagh-gap will not be uninteresting. The height of the mountains on either hand above the roadway—their sides thickly covered with the dis-severed rocks—their sterility and wildness, though in a comparatively modified degree—all tend to produce a scene which is but seldom met with, even in the more mountainous districts of our island.

At the wretched hamlet of Killealy, roads branch off to New Ross, Newtownbarry, Enniscorthy, and Wexford; that to Enniscorthy, which is given in our table of distances, running through part of

Killoughrim wood, the largest remnant of natural forest in this district which has escaped the ruthless hands of the Land-Doctors, and, thence, generally through a comparatively well cultivated country, to Enniscorthy.

The mountain range which we have just crossed, is, geologically considered, the southern termination of the granitic formation, and a line along its ridge marks the respective limits of the counties of Carlow and Wexford.

Like nearly all our mountain ranges, Mount Leinster and Blackstairs are more precipitous on the northern than on the southern sides. And here, while the Carlow or northern fronts exhibit steep and uncultivated acclivities, the southern or Wexford sides display sunny slopes and better soils, whether arable or pastoral, with cottages scattered along and high up their sides, or sheltered by the banks of the picturesque dells by which their sides are diversified.

From the heights around Killealy, a prospect is obtained of the great undulating plain of the county of Wexford, of the detached hills by which that plain is diversified, and of the romantic prominences and ravines which are along the slopes of the Mount Leinster and Blackstairs mountains.

Ballychristal, the residence of Mr. James, is picturesquely situated on the side of Mount Leinster, about one and a-half miles from Killealy, on the road leading to Newtownbarry; and, as we proceed to Wexford, at one and a-half miles from Killealy, *Woodbrook*, the seat of Mr. Blacker is passed, and at four and a-half miles, *Ballyhighland*, the residence of Mr. Howlin. This seat is very conspicuous from the plantations which cover the hill of Ballyhighland, at the base of which it is situated.

At six and a-half miles from Killealy, we meet the woods of *Castle*

Boro the seat of The Lord Carew. The mansion is one of the finest Italian structures in the kingdom; the plantations cover a great extent of the ample demesne, while the latter is prettily diversified, enlivened, and much beautified by the River Boro, one of the Slaney's tributaries, which meanders through it.

Contiguous to the demesne of *Castle Boro* is that of *Coolbawn*, the seat of Mr. Bruen, where a beautiful Tudor mansion, surrounded by extensive plantations and charming lawns, which, in their turn, are also refreshed by the above named river as it wends its way to *Castle Boro*. The extensive plantations of these contiguous demesnes, *Castle Boro* and *Coolbawn*, form a remarkable object in this, but sparsely planted district.

While, to the agricultural eye, it will be evident that the improvements throughout this part of the country have not been carried on under any regular plan, even as regards entire farms of any extent, they will be pleased to see, that, even in this fractional way, much has been effected. The want, however, of hedge-row trees in their proper places, and, above all, the want of proper divisional fences, is a sad desideratum in an open arable country, perennially subjected to alternate croppings, such as this, the great central plain of Wexford, is.

The Hill of Bree, which attains to a considerable elevation, is passed on the left about four miles from *Castle Boro*. It serves to mark out, in a general way, the locality of *Wilton*, the seat of Mr. Alcock. This place is delightfully situated on a natural terrace, rising over the river Boro which also gladdens this demesne, ere it finishes its short but devious course.

At Killurin, we approach the

Slaney, and thence to Ferry Carrig, we keep generally along its right bank. Under Killurin, which is a general locality, and only distinguishable by its church and straggling hamlet; and near the river, is the *Deeps*, the seat of Mr. Redmond, so called from the old castle of that name which is on the opposite side of the Slaney. A little above the *Deeps*, is *Bellevue*, the fine seat of Mr. Cliffe. The woods of this seat extend for a considerable distance along the right bank of the Slaney, and greatly aid in their adornment. Above *Bellevue* are *Brookhill* and *Machmine Castle*, already noticed in our description of the country in No. 18.

Though the banks of the Slaney rise boldly from its waters in few places, nor assume, with a few exceptions, such as at Ferry Carrig, very picturesque forms, yet they are often very beautiful, generally fertile, and, in several localities, much adorned by the hand of art; and this latter quality is applicable to the banks immediately above and below Killurin.

Carrickmannon, the old and beautifully-situated residence of the Devereuxes, adjoins Killurin; and near it, Carrickmannon bridge, which, within these four years past, has been thrown across one of the deep romantic ravines here diversifying the banks of the Slaney. This bridge, as seen from our road, is a very picturesque feature.

The charmingly situated villas of *Healthfield* and *Ardcandris* are passed ere our road reaches the Slaney, here a fine, broad, and deep tidal river, and, keeping along the water's edge, we follow the beautiful windings of the river to Ferry Carrig, under the precipitous rocks of which our road unites with the preceding line, and thence continues to Wexford.

No. 20.—DUBLIN TO ARKLOW.

SECOND ROAD, BY BRAY, KILCOOLE, AND RATHNEW.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Arklow.
Dublin,	—	—	43½
Bray, by Rail, as in No. 2, p. 43, .	—	12½	31
Kilcoole,	7½	20	23½
Rathnew,	8½	28½	15½
Arklow,	15½	48½	—

As the town of Bray and the country immediately around it have been fully noticed in No. 2, we shall here merely observe, that our present road leaves Bray by the long straggling line of poor cottages that stretch along the southern entrance to the town, and passes between the demesnes of *Bray Head* and *Kilruddery*.

In ascending Windgate Hill, we command a magnificent view of the rich country and mountain district to the south-west of Bray, and of the demesne and deer-park of *Kilruddery*, which now includes the eastern slope of the Little Sugarloaf mountain.

At the summit of Windgate Hill, and near the hamlet of Windgate, the road which leads along the ridge, to the upper entrance to Bellevue, and the villas of *Rathdown*, *Belmont*, and *Templecarrig*, branch off. These places, from their elevated position, command extensive views of the sea and coast. The ridge, which attains to an elevation of 500 feet, joins the Little Sugarloaf mountain, and separates the country lying along the coast from the valleys through which the preceding road is carried.

As remarked in No. 2, from Windgate Hill, the paths leading around the sides and summit of Bray Head branches off; from which, as also from a small craggy rock on the right-hand side of the road, a view is obtained of the sea and coast from

Bray Head to Wicklow Head, a space, measuring along the shore, of sixteen miles. A part of this coast, from Greystones to the town of Wicklow, a distance of twelve miles, is a smooth, waving, unbroken line of sandy beach, rising only a few feet above the level of the tide-water; yet, sufficiently high to protect the adjacent land from the inroads of the ocean wave.

As we descend Windgate Hill, the prostrate ruins of Rathdown castle and church, which are near the shore, are passed; and near them is the small hamlet of Greystones, where there is a coast-guard station. *Kindlestown House* and castle ruins, which are near the road, are passed at two miles from Windgate, and at three miles, the hamlet of Killencarrig where a road branches off to the village of Delgany.

Delgany and *Bellevue* we have noticed in No. 2, and in reference to the latter, we will here only remark, that by far the best views of that beautiful demesne are obtained from the various parts of the road between Killencarrig and Windgate, and, at the same time, the outlines of the frontier mountains of this division of Wicklow can be distinctly traced.

The hamlet of Kilcoole is two miles from Killencarrig, and a little below it, on the shore, is the demesne of *Ballygannon*, Mr. Scott.

The country around this hamlet

is romantically diversified in its surface, and the cottages are generally of an inferior description. In the fair-green is a detached rock, which affords a good view of the country around, and near its base are the burial-ground and church ruins.

Leaving Kilcoole, we pass on the right, *Woodstock*, the seat of Mr. Tottenham, which, together with the various villas lying between Kilcoole and Newtownmountkennedy, we have noticed in No. 18.

Along the coast there is a considerable extent of flat salt marsh; but the upland through this district is beautifully varied, fertile, and comparatively well cultivated.

The village of Newcastle, which is about a mile and a-half from *Woodstock*, takes its name from a castle which was built here shortly after the English settlement, to protect the district from the incursions of the Tooles and Byrnes, by whom the adjacent parts of Wicklow were then possessed. The castle was built on an artificial mound, and the portion of its walls that remain, still form a feature.

The country along the shore from Newcastle to Rathnew is flat and marshy; on the right-hand side it is prettily diversified, adorned with various villas, and well cultivated. All these we have noticed in the preceding road. The well-known hotel of Newrath-bridge, is pleasantly situated on the banks of the Vartry.

RATHNEW

is a small hamlet and posting stage, situated at the junction of the Wicklow, Arklow, and Dublin roads.

Wicklow is distant only two miles from Rathnew. The drive thence is through a rich valley, lying along the base of the fertile hills which stretch from Wicklow Head to Glenealy.

Wicklow is said to have been one of the maritime stations occupied by the Danes, previously to the Eng-

lish invasion, and, like most of the towns on the southern coast, it was early occupied by the English invaders in 1170. It was granted by Strongbow to Maurice Fitzgerald, who commenced the castle, which was, however, destroyed, and rebuilt in 1375, by William Fitzwilliam, governor of that part of the country. A small portion of this building, now called the Black Castle, still exists. It occupies a rocky promontory, jutting over the sea, a little above the town.

In the early part of the sixteenth century, Wicklow fell into the hands of the Byrnes, the chieftains of the northern part of the county, by whom the castle and town were surrendered to Henry VIII., in 1543. In 1641, Luke O'Toole invested the castle, but was forced to raise the siege on the approach of Sir Charles Coote, who sullied his victory by an unauthorized and indiscriminate slaughter of the inhabitants of the town.

Wicklow, one of the smallest of our assize towns, is situated on the estuary of the small river Vartry, which, at two miles above the town, falls into the Broad Lough, a narrow arm of the sea, containing about 208 acres.

Though lying in a sheltered bay, Wicklow does little, either in the coasting or fishing trade; and the present state of the bar and harbour are insuperable obstacles, even were the spirit and means of commerce existing. The fishing is confined to small craft; the export trade to agricultural produce and the ores which are raised in the various mines of the district, and the import trade to timber, iron, coals, and limestone. Of the latter, great quantities are shipped from Howth and Balbriggan, burned and carted into the more remote mountain districts, for building and agricultural purposes, there being no limestone *in situ* in the county of Wicklow.

Wicklow, as an assize town,

contains the county court-house, gaol, infirmary, and fever hospital; also the parish church, a R. C. chapel, Methodist and Quaker meeting house; the diocesan and parish schools. These are all plain buildings. The streets, which are hardly worthy of the name, are narrow, and ill-suited either to comfort or business. There are two small inns in the town, where cars and post-horses can be hired: but, during assize times and other public meetings, Newrath-bridge hotel, which is only three miles distant, is generally resorted to.

The interesting ruins of the Franciscan Abbey, which was founded in the reign of Henry III., are near the entrance to the town. They are opposite to the rectory, but included in the grounds attached to the parish priest's house, and, together with the old yews and other trees around them, are carefully preserved.

To the east of the town, on the shore, is the race-course; and the Murrough of Wicklow, an extensive salt marsh, famous for its summer grazing, adjoins an arm of the sea, called the Broad Lough, already noticed.

The hills behind the town, which as we have already observed, spring from the sea at Wicklow Head and connect with the hills of Glenealy, are, from their fertility, remarkable. The summit immediately above the town is 614 feet above the tide-water; and from it, as well as from various parts of its banks, a view is gained of the beach, which, generally speaking, sweeps in one unbroken curve from the town of Wicklow to Bray Head—a distance, along the coast, of fourteen miles. From these heights you also command a prospect of the tract of land lying along the shore, and of the lower range of mountains, which generally hold a parallel course with the beach, and limit this, the richest portion of the

county of Wicklow. This view, we may remark, is much finer than that which is obtained of the same tract of country, looking southwards from Bray Head.

The two lighthouses occupy a prominent position on the low, rocky promontory called Wicklow Head, about two and a-half miles from the town. The third tower, or old lighthouse, which is also seen from many points along the coast, is now only used as a landmark. The road leading to the lighthouses is hilly and bad; and to those who have seen similar structures, there is nothing in the promontory on which they stand, nor in the country around it, sufficient to repay them for the time and trouble necessary for such a detour. Looking seaward from the promontory on which the lighthouses stand, and which is 194 feet above the water, you have a boundless expanse of ocean; and southward, towards Arklow, the view is limited by the sinuous bays and beetling headlands. The beach running northward to Bray Head is, as we have already remarked, more easily, and, we may add, more advantageously seen from the rising grounds near the town.

The tract of country, through which our road from Rathnew to Arklow lies, contains some of the most fertile land in the county of Wicklow. It is well defined, being bound by the sea on the one hand, and on the other by the range of hills which springs from the bed of the ocean at Wicklow Head, and sinks into the sandy shores of Arklow; forming in this circular sweep the eastern limits to Glenealy, and, in continuation, the left bank of the Ovoca.

In general terms, this tract of country is twelve miles in length, by six in breadth. The surface is agreeably varied by hills, whose outlines are as different as their heights; but nowhere do they at-

tain a great elevation, except the hills of Collon and Barranisky, which rise respectively 782 and 789 feet above the sea. The soil is generally rich—indeed, the richest in the country; but, with very few exceptions, it is miserably tilled, and almost wholly undrained. *West Aston*, the fine seat of Colonel Acton, noticed in our preceding road, and *Sea Park*, the residence of Mr. Revell, are the principal residences. *Sea Park* is near the sea, and within four miles of Wicklow.

Like the remainder of the Wicklow coast, the outline of the shore from Wicklow Head to Arklow is but little varied; and, with the exceptions of the Mizen Head and a part of about three miles in connexion with Wicklow Head, which are bold and rocky, the rest of the coast, extending to about ten miles, is composed of alternations of sandy beach and dunes, the latter rising to a considerable height, and generally averaging a quarter of a mile in breadth.

On leaving Rathnew for Arklow, the new road passes through several large and well-cultivated farms, and ascends the rising grounds at an easy rate. As it attains an elevation of about 186 feet, it commands a good view of the country around Rathnew. At three miles from Rathnew, we reach the cross-roads from the town of Wicklow leading to Rathdrum, *West Aston*, and the Deputy's Pass. *Sea-Park House*, the residence of Mr. Revell, is about three miles from the above cross-roads. It is near the shore, and within half a mile of Ardmore Point, the southern termination of the rocks on this part of the coast, which rises 84 feet above the sea.

Proceeding to Arklow, at two miles from the above cross-roads, we reach Kilboy bridge, and cross the Potter's river, a small stream, which runs through the Deputy's Pass, and falls into the sea at Brittas bay.

Two miles to the seaward of Kil-

boy bridge is the Hill of Collon. It attains an elevation of 782 feet, and is remarkable as rising considerably over the lower hills with which the surface of the country is varied; and from it an extensive view of the coast and country around are obtained. Nearer the road is the ridge of Dunganstown, being a continuation of Collon Hill; and on its southern side are the modern church and castle ruin of that name. They are close together, remarkable, and at the same time, interesting, from the fine old trees, particularly the evergreen oaks, sweetbays, and yews, by which they are surrounded. *Dunganstown* was formerly the residence of the Hoeys.

Dunganstown is also well known from the long-established tree nursery of Mr. Hodgins, which has contributed so largely to the decoration of this part of the country. Many of the rarer and more beautiful varieties of hollies, oaks, &c., which adorn the pleasure-grounds of the kingdom were reared and matured here; and among the numerous full-grown specimens of trees and shrubs which the arborist will find here, we may mention several of the *Cupressus lusitanica*, which are certainly the finest of their kind in Ireland; and as a proof of the mildness of the climate, the *Olea excelsa*, *Laurus sasafra*s, and the *Thea virida* have attained to a great size.

Below the hill of Collon is Jack's Hole, at which is the coast-guard station, and near it, *Rockfield House*; and on the road which leads to it from *Dunganstown*, is a cromlech and the humble ruins of Castletimon church.

At Kilboy bridge, a road leads up to *West Aston*, the seat of Colonel Acton, M.P. This seat is about a mile and a-half from this point; and, although environed by hills, is conspicuous from its extensive plantations and the adjacent hill of Bola, which rises 894 feet.

From Kilboy bridge to Arklow

there are few features to attract attention. We leave the village of Redcross and the small demesne of *Ballykean* a little to the right, and pass several respectable farm-houses on either side of the road. The surface is considerably varied by marsh and upland, generally susceptible of the highest improvement. At two miles from Kilboy we pass *East Aston*, and at five reach *Scratenagh* cross-roads. The extensive dunes, or sand hills, which are collected along the shore, are not seen till the road nears the coast, and passes the hill of *Barrinasky*; from the summit of which there is a good view of the district we have travelled through. Farther on we cross the narrow estuary of the *Ovoca*, and reach the town. The sand-hills,

which occupy so large a portion of the shore from *Wicklow Head* to *Arklow*, and to which we have referred, are occasioned by the sand which the sea annually deposits on the coast, and in violent storms is blown about to the injury of the adjacent land. As the winds on this part of the coast are not so boisterous as those in the west and north-west of Ireland, little injury, comparatively speaking, has been done. No attempt, however, has been made to prevent the drifting of the sands, not even to aid nature by the extension of the sea-bent. As an additional proof of the mildness of this part of the coast, we may refer to the trees at *Sea Bank*, which are growing freely to the points most influenced by the prevailing storms.

No. 21.—DUBLIN TO WEXFORD.

THIRD ROAD, BY ARKLOW, GOREY, AND OULART.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Wexford.
Dublin,	—	—	80½
Arklow, as in No. 20,	—	43½	37
Gorey,	10½	54½	26½
Oulart,	14	68½	12½
Wexford,	12½	80½	—

This road is ten miles shorter than No. 18; and this saving of distance, the railroad, when opened from *Bray* to *Wicklow*, will nearly attain.

From *Gorey* to *Wexford*, by *Oulart*, there are no public conveyances, and, as the road is seldom travelled, it will be necessary to make previous arrangement, so as to have a relay of horses ready at the inn, at *Oulart*.

There is also a road from *Gorey* to *Wexford* along the coast, which does not much increase the distance, but it is not generally travelled. It keeps, generally, about a mile and a-half from the shore, and passes through the villages of *Kilmuckridge* and *Blackwater*, rejoining the *Oulart* line at *Castlebridge*. This road also connects with *Courtown*, which the traveller may take on his way from *Gorey*. There are no places of accommodation along the shore, nor is the road good, or travelled, except by those who are located there, or who may have business along the coast. With the exception of *Cahore Point*, which is rocky, a smooth and fine sandy

beach extends from *Courtown* to *Raven Point*, a distance of twenty-four miles.

The tract of country, through the centre of which our road from *Gorey* to *Wexford* by *Oulart* lies, is bounded on the east by the sea, and on the west by the low and unconnected chain of summits which stretch from the hill of *Ballymore* to that of *Oulart*. These hills also serve to separate it, for so far, from the contiguous and parallel tract of country which was noticed in No. 18. The country is bleak and dreary; nor is there any striking scenery to attract the attention of the traveller. At five miles from *Gorey* is the village of *Ballycanew*, and five from the latter, is *Cahore House*, the seat of Mr. George, and near it is *Cahore Point*. The diversity of surface and the nature of the soil are somewhat similar to the adjacent parts of the county of *Wexford*; but the state of culture, we regret to say, is still more backward. Nowhere do the hills attain to greater elevation than 300 feet. The surface, on the higher levels, is generally light and shingly; on the low grounds a sandy loam, incumbent, on a retentive marly subsoil. With one or two exceptions, as at the village of *Blackwater*, where the hills attain an elevation of 278 feet, the shore is generally flat; nor is there any extensive collection of sand-hills, along the smooth sandy beach, except at *Cahore Point*, where they extend for nearly four miles, and maintain a very considerable, though variable breadth. A road from *Courtown* to *Wexford* runs generally within a mile and a-half of the shore, but, as we have already observed, it is principally used by those who are located along the coast.

Leaving *Gorey* for *Oulart*, at three and a-half miles, we reach *Barnadown House*, the residence of Mr. Brownrigg; and near it *Bally-*

hamlet and church of *Ballycanew*. Twelve miles from *Gorey* we reach *Wells*, the seat of Mr. Doyne. The house has been recently restored, and altered from a plain, square building to the early style of Tudor architecture; and the grounds around the mansion, and the approaches to it, are laid out in a style conformable thereto. Adjoining the demesne of *Wells* is the church of *Killincooly*, and the house of *Ballinahownd*.

About two and-a half miles from *Wells*, we reach the hamlet of

OULART,

which consists of a small, country inn, where cars can be obtained; a police barrack, fever hospital, glebe house, R. C. chapel, and *Kyle*, the residence of Mr. Lee, with several detached cottages.

About two and a-half miles from *Oulart* is *Island*, the seat of Mr. Bolton; at four miles, on the sea-side road from *Courtown* to *Wexford*, is the hamlet of *Kilmuckridge Ford*, close to which is *Upton*, the residence of Mr. Morton, and *Letterbeg*, Mr. Walsh. Near the shore are the prostrate ruins of *Castle Annesley* and the coast-guard station.

Two miles south-east from *Ballycanew* is the hamlet of *Killenagh*, near which is *Tomduff*; and at five miles, close to the strand, are the modern church of *Donaghmore* and the ruins of *Glasscarrig Abbey*.

About the same distance from *Ballycanew*, but more to the south, and close to the road is *Peppard's Castle*, the residence of Mr. White. This place fronts the dreary sand hills of *Donaghmore*; and at the eastern end of them is *Cahore Point* and coast-guard station. *Cahore Point* is said to be the place where *Dermot M'Morrough*, king of *Leinster* landed on his return from *England*, in 1169.

The hill of *Oulart*, which lies a little to the north of the hamlet of

that name, is a conspicuous object, rising 293 feet above the sea.

From Oulart, the road lately made from Castlebridge, winds among the bleak and low slaty hills, which diversify the surface of this district, and only require to be planted, and otherwise improved, to render them beautiful.

At Gaby's cross-roads, which are two miles from Oulart, the road to the east leads to the village of Blackwater, situated about two miles from the cross on the coast road, and within a mile of the shore; and near the village are the house and ruins of Castle Talbot, the old seat of the Talbots. The situation of Blackwater village is well marked out by the hills which surround it, and rise from 300 to 400 feet above the sea. They also form a striking feature along the coast, and command views of the country around, of the town of Wexford and its environs, of the long line of smooth beach, running northward to Cahore Point, of the harbour and estuary, and of an unbroken and boundless extent

of ocean. The highest of these hills is called Lough Doo, from a small lough of that name near its summit.

About a mile to the north of Gaby's cross-road, is the village of Ballaghkeen. This village is near the source of the Sow rivulet, and its site is remarkable from the hill, which rises behind it, and which connects with the ridge of Oulart, on the one hand, and Vinegar Hill on the other.

Four and a-half miles from Gaby's cross-road, we pass, on the left, the hamlet and R. C. chapel of Skreen; and near the village of *Ballinroan*, and a mile and a-half to the right of the road, is *Willmount*.

Two and a-half miles from the cross-road leading to Skreen, we reach the village of Castlebridge, noticed in No. 18, which is about three miles from Wexford: and pursuing our way along the narrow peninsula which separates the harbour from the estuary, we pass the ruins of *Ballytramond Castle*, and several villas, and soon reach the wooden bridge leading to Wexford.

NO. 22.—DUBLIN TO WEXFORD.

FOURTH ROAD, BY BLESSINGTON, BALTINGLASS, TULLOW, NEWTOWN-BARRY, AND ENNISCORTHY.

TABLE OF DISTANCES.

				Statute Miles.		
				Distance between Stations.	From Dublin.	From Wexford.
Dublin,	.	.	.	—	—	87½
Tallaght,	.	.	.	—	6½	81½
Blessington,	.	.	.	11½	17½	69½
Baltinglass,	.	.	.	19½	37	50½
Tullow,	.	.	.	11	48	39½
Newtownbarry,	.	.	.	12½	60½	26½
Enniscorthy,	.	.	.	12½	73½	14
Wexford,	.	.	.	14	87½	—

Since the opening of the Great Southern and Western, and Irish South-eastern railways, no direct nor continuous public conveyances travel this road. All the different towns,

however, along the line from Baltinglass to Newtownbarry inclusive, are reached either by omnibuses or cars from the nearest railway stations, which will be noticed in

their natural order. Post-horses and carriages can still be obtained at Blessington, Baltinglass, Tullow, Newtownbarry, and Enniscorthy.

For the description of the country, as far as Pollaphuca waterfall, see No. 9, p. 69.

About a mile from Pollaphuca, on the left, the traveller reaches the demesne of *Hollywood*, Lord John Beresford. The house, like that of Downshire Park, was burnt during the late rebellion, and also, like it, has not been rebuilt.

The surface of the pastoral acclivities adjacent to *Hollywood* are singularly, and, in many places, very romantically disposed, and the rocks heaved up and detached in huge grotesque masses. Tradition has it that St. Kevin selected this vicinity for his residence ere he had seen the wilder and more secluded scenes of Glendalough; and the sites of his chair, bed, and cave, are still pointed out. They are situated a little above the church, and marked in the above order on the Ordnance map.

The defile, generally known as Hollywood glen, through which a road to Donard is carried, though not eminently striking, is very picturesque, and is worthy of notice as the only natural feature of the kind on this side of the Wicklow mountains.

A little to the right of Hollywood, on the cross-road leading to Kilculen, is *Whiteleas*, the residence of Mr. Lynch.

For the next three and-a-half miles, that is, from *Rahattan* to Merginstown cross-roads, the country is dreary, the highly improvable surface of the valley, and its immediate boundaries, being in a sad state of neglect. At Merginstown turnpike, the cross-roads leading to the villages of Dunlavin on the west, and Donard on the east, branch off.

The village of Donard is a mile and a-half from Merginstown turnpike. It occupies a secluded locality

at the foot of the comparatively low hills bearing its name, and which stretch, with some slight intermissions, from the base of the Wet mountain to the higher summits which sweep around Baltinglass. Donard contains a church, R. C. chapel, several respectable residences, one or two public-houses, which are also the retail shops for the supply of the surrounding mountain district, and at which tourists can refresh themselves. The ruins of the church, which was burned in 1798, are in the village. *Donard House*, the residence of Mr. Heighington, rises immediately over the village; and the plantations of his demesne add very much to the appearance of this remote locality.

Across the low range of hills which rise immediately behind Donard a road is carried to the

GLEN OF IMALE,

which affords to the traveller one of the best views of this fine mountain valley. This valley—for, as we have elsewhere stated, every space bounded by mountains in Wicklow, irrespective of length or breadth, has been designated a glen—is circular in outline, and is surrounded by six mountains, whose names and heights are as follow:—Wet-mountain, on the east, 1,753 feet; Table-mountain, 2,302 feet; Lugnaquilla, the highest in Wicklow, and among the highest in Ireland, 3,039; Slieveveagh, 1,560; Readen, 2,143 feet; and Baltinglass hill, which rises immediately over that town, 1,256 feet. On this hill are the two ancient earthen forts, Rathcoran and Rathnagree.

As we have remarked, the general outline of the Glen of Imale is circular, and the cultivated part of it is about three miles in diameter. The soil is naturally good, and susceptible of great amelioration by draining: but of this, the basis of all

improvement, little, comparatively speaking, has been done.

There are four roads leading from various parts of the country to the Glen of Imale:—one from Donard, a second branching off the Baltinglass road, and leading past Donaghmore church, which is the easiest way of access to the glen for carriages; a third, which leads from Hacketstown and Rathdangan, and crosses Ballinabarny gap on the south side, at an elevation of 1,178 feet, and at tolerably easy rates of ascent; and a fourth, on the east side, connecting the Glen of Imale with Glenmalur, which crosses the gap on the Table mountain, at an elevation of 2,226 feet; but the ascents from either glen by this road are unfit for vehicles of any description. Along these steep acclivities, the roads, as they are called, are mere bridle paths.

The Glen of Imale is certainly entitled to rank among the finest parts of Wicklow scenery. In a general point of view, it possesses no picturesque features, and perhaps no combination of objects rising to sublimity, at least in the estimation of such as are accustomed to those alpine regions, where nature works on an incomparably grander scale. The general cultivation, too, and extent of improvement in the valley, while they awaken other and perhaps higher trains of thought, tend also to lessen that repose—that wildness which we are wont to meet with, and which, in our associations, are characteristic of mountain glens; but in the views from various parts of the road leading around Imale there is a softened beauty, a grandeur, arising from the circular sweep of the mountains, as well as from their uniform configuration—from Lugnaquilla, which rears its huge dome 2,500 feet above the general level of the valley, together with the lower and gently-rounded summits, which form the limits of the glen.

The greater part of the mountain acclivities of the Glen of Imale are pastoral, and almost all the lower lands in the glen are cultivated. In many parts the soil is fertile; and though there is a good fall from the arable lands to the rivulets, little drainage, comparatively speaking, has been effected. In the upper end of the valley, and about five miles from Donard, stands the solitary and now deserted barrack, erected at the same time and for the same purposes as the other barracks generally noticed in No. 3, p. 49. In the centre of the valley are *Ballinlea* and *Coolmoney House*, and at the principal entrance to the Glen of Imale, to which we have already adverted, are the church, chapel, and school of Donaghmore.

In noticing the southern side of Lugnaquilla, No. 28, p. 237, we adverted to the South Prison, the deep dell on its lofty sides, out of which issues the Ow, a rivulet, the name and distinctive character of which are soon lost in the lower and more important streams; we have now to direct the attention of the traveller to a similar basin on this the northern side of the mountain, in which the Slaney, a far more important river, has its source, and under that appellation, which it preserves during the whole of its course, is the bearer of many a tributary stream to the ocean.

A little to the south of the source of the Slaney, a number of united streamlets issuing from the broken sides of the mountain, form the Little Slaney, which falls into the former a little below the house of *Coolmoney*. By these two streams all the evanescent and perennial rills which run down the mountains, encompassing and forming Glen Imale, are borne to the vale of Stratford.

Resuming our route to Wexford, at two miles to the west of Merginstown turnpike, near the cross-road leading to Dunlavin, is *Tynte Park*, the seat of Mr. Pratt Tynte; at three

miles from Merginstown, on the way to Baltinglass, the principal road leading to the Glen of Imale is reached; and at four miles the Slaney, so important a feature in our onward course, is crossed, as it emerges from the Glen of Imale; and near this, on the right, the cotton-spinning factory of Stratford-on-Slaney is passed.

On the summit of the beautiful bank which rises about 200 feet above the factory, is the village of Stratford-on-Slaney. It is principally occupied by the people employed in the factory; and from its elevated site, church, chapel, and meeting-house, is a conspicuous feature in the surrounding country.

The road now runs for about a mile through the demesne of *Saunders' Grove*, the seat of Mr. Saunders, the fine old trees of which, amid many mutations, have happily been so far preserved as to show the original character of this place.

On the rising-grounds to the west of *Saunders' Grove*, is *Golden Fort*, Mr. Saunders; and *Knockrigg*, Mr. Wall; and about two miles to the south is *Kilranelagh*, the seat of Mr. Green; and near it *Ballinroan*, that of Mr. Cumming. This romantic locality is situated in a high valley, included in the general range of mountains stretching along the left side of the plain, and is but little seen from any part of the mail-coach road. It is approached on this side of the mountains by the road branching off our present line at Tuckmill-bridge. Adjoining *Kilranelagh* demesne are the ruins of Kilranelagh church. About a mile north of the demesne are the concentric mounds of Brusselstown. From *Saunders' Grove* to Baltinglass, a distance of two miles, the Slaney meanders through a rich and lovely valley, which is bounded on the east by the acclivities of Baltinglass hill, and on the west by those of Timorin. Through this valley the traveller proceeds, crossing the

Slaney at Eldon bridge, and passing *Stratford Lodge*, the seat of the Earl of Aldborough.

At the commencement of *Stratford Lodge* demesne, in a pleasant situation, is the Aldborough Arms, a comfortable inn, where angling parties frequently stop. Lord Aldborough's lodge is situated on the bank which rises over the road, and is adorned with thriving trees from the inn to the beautiful school-houses adjoining

BALTINGLASS,

a poor, straggling town, which, though well situated as regards the surrounding district, carries on little, if any trade; the principal business done being in a few retail shops. There are, however, two bleach-greens in the neighbourhood of the town.

Adjoining the parish church are the remains of the Cistercian abbey, founded in 1148 by Diarmid Mac Meerchad O'Cavanagh, who was interred here. The ruins consist of a series of seven pointed arches, springing from alternated round and square pillars. The church appears to have been a large structure, and the east end, which is still standing, are the remains of a lancet-shaped window. The remaining part of the ancient castle has been converted into a farm-house. The above are all that remain to attest the antiquity of what appears to have been, in former days, a place of very considerable importance, and it appears that it was granted to the FitzEustaces by Henry VIII. There are two small inns, where cars can be hired, as well as at the inn noticed above.

The hill, which rises immediately over Baltinglass on the east to a height of 1,256 feet, and on which are Rathcoran and Rathnagree forts, is easy of ascent, and affords extensive prospects of all the country around the town, as well as of the

extensive plain in the county of Carlow, which here follows the course of the Wicklow mountains. These mountains which, from Dublin to Baltinglass, have held generally a south-west bearing, now change their course, and, from Baltinglass hill, trend to the east; but again resume their former direction, and are seen gradually diminishing in the distant perspective.

To the south of Baltinglass, near the road leading thence to Hacketstown, and pleasantly situated on the plain which stretches along the base of Carrick mountain, are *Slaney Park*, Mrs. Grogan; *Humewood*, Mr. Fitzwilliam; and *High Park*, Mr. Westby.

The hills forming the western side of the valley, through which the road from the vicinity of *Hollywood* to Baltinglass lies, terminate with those of Tinorin and Knockpatrick, which rise respectively to a height of 1,023 and 851 feet above the sea. These hills lie to the north-west of Baltinglass, and from the western termination of the ridge which separates the low lands of Kildare from the high lands of Wicklow.

On leaving Baltinglass for Tullow, we again enter the granite district, in which we continue till we reach the vicinity of the small town of Clonegall. Throughout the whole of this comparatively low tract of country, which is watered by the Slaney, the surface is considerably varied by the ridges which traverse it, and by the low intervening hills—the latter seldom rising more than two hundred feet above the general level of the surface.

In proceeding to Tullow, at two miles from Baltinglass, we enter the county of Carlow. On the left are *Slaney Park*, already noticed; *Port Granite*, Mr. Dennis; and the ruins of Mount Neill; and on the right, are Rahill church ruins and mound. The road leading to the small village of Rathvilly, which lies a little to the left, is soon reached, as are

also the schools endowed by the late Mr. D'Israel on the right, and the adjoining demesne of *Richards-town* and *Bettyfield*. At seven miles from Baltinglass, *Rathmore* is reached; and at Rathmore bridge the road crosses the Slaney. About one and a-half miles east from *Rathmore* is *Lisnevagh*, the seat of Mr. M'Clintock Bunbury, where a handsome Elizabethan mansion has lately been built, and other extensive improvements effected. Near *Lisnevagh* are the sites of Acaun castle and abbey, also the ruins of Acaun monastery and church. Adjoining the latter is Acaun cromlech. Passing *Coppenegh*, on the right, and *Tulloch Cottage*, on the left, at about four miles from Rathmore bridge, the traveller reaches the town of

TULLOW,

which is situated on the Slaney, and surrounded by a beautifully-diversified country. The town is improving, and a handsome church and R. C. chapel have lately been built. The spire of the latter and tower of the former are remarkable features, and serve to point out the town at a great distance in the surrounding country. The soil, for a considerable distance around, is rich and improved; and what always appears pleasing to the traveller, the farm-houses, though small, have a neat, comfortable appearance. There is a small inn in the town where post horses can be hired.

Adjoining the town are *Tulloch Cottage*, Mr. Doyne; and on the road leading to Carlow, *Castlemore House*, Mr. Eustace, and *Hardymount*, Mr. Eustace; and on the road leading to Castledermot is *Castlemore Moat*, a conspicuous object.

On the road leading to Carnew are the small demesnes of *Rath*, Mr. Whelan, and *Knockloe*.

There are two roads, nearly equi-

distant, from Tullow to Newtownbarry : the old road, which keeps the right bank of the Slaney, *via* Kildavin; and the new line, running along the left side of the river, *via* Clonegal. The latter, being more level, is now generally travelled.

By the old line, on leaving Tullow, we cross the Slaney, pass, at a short distance, *Elmgrove* and *Ardristan*; and at four miles, on the right, the ruins of Castle Grace. At six miles we reach *Altimont*, Mr. George; a little beyond which, *Sherwood Park*, Mr. Bailey, is passed on the right, and *Kilbride*, Mr. Keogh, on the left. Near the above demesnes, but on the opposite side of the Slaney, are *Ballintemple*, the handsome seat of Sir Thomas Butler, Bart., and *Bromville*, that of Mr. Butler.

Barrah-hill, which lies about two miles to the south of the demesne of *Kilbride* is passed on the right; and the road now approaching the uplands which connect with Mount Leinster, at nine miles from Tullow, reaches the small hamlet of

KILDAVIN,

which is romantically situated near the base of Mount Leinster, and a short distance from the Slaney, here an important and beautiful river.

In ascending the hilly road which lies between Kildavin and Newtownbarry, a good view is obtained of the Wicklow and Wexford mountains, and of the beautiful windings of the Slaney, as it flows under the wooded banks of *Carrickduff* and *Woodville* to Newtownbarry.

And we may here remark, that from the heights adjacent to the road, Mount Leinster and the summits which unite with it, can be readily ascended. From the higher parts of Mount Leinster extensive prospects can be readily obtained of the whole country, from *Baltin-glass* to Kildavin, through which we have travelled; of the dreary plain

which lies along the base of Mount Leinster and Blackstairs mountains; of the greater part of the county of Carlow; of a considerable extent of the county of Kilkenny; and of the long-extended line of the Wicklow mountains, stretching away, summit over summit, far to the north. On the other hand, the whole extent of the county of Wexford, with its low, but sea-girt coast, lies beneath; the little hills and ridges which are scattered through the central parts of it, can all be distinctly traced; and also its higher summits, blending on the north with those of Wicklow, and, on the south, with those of Kilkenny and Waterford.

By the new road from Tullow to Newtownbarry, which is the line generally travelled, we keep for a considerable distance along the base of the most southerly of the Wicklow mountains, which here do not rise more than 1,400 feet above the sea.

At a mile and a-half from Tullow, *Rathglass*, Mr. Pilsworth, is reached, to the east of which are, on the cross-road leading to Shillelagh, *Ardoyne*, and *Killanure*. Crossing the Dereen river, in its progress to the Slaney, *Newstonehouse*, Mr. Eustace, is passed, at three miles from Tullow; and to the east of it is *Money*, Mr. Nixon. Passing the Black Lion cross-roads, we leave *Bromville*, Mr. Butler, and *Ballintemple*, the seat of Sir Thomas Butler, Bart., on the right, and soon reach the small town of

CLONEGAL,

which is pleasantly situated on the confines of the counties of Carlow, Wicklow, and Wexford, on the left bank of the Slaney, and near where the Derry river, the carrier of the various streams which issue from the high grounds between this and Carnew, falls into the Slaney. It contains the parish church, R. C. chapel, and a Methodist meeting-

house. In the town is an old castellated mansion, formerly occupied by the Eamonde family.

The river banks are beautiful: in the vicinity of the village there are several good farm-houses; and the surface of the country around is highly varied.

At Clonegal, we leave the granite formation and re-enter the schistose district.

The Derry river is crossed on leaving the village, and the road keeps along its bank and that of the Slaney for two miles after their confluence, when it enters the plantations of *Woodville*, through which it continues to

NEWTOWNBARRY,

the most interesting of all villages on this line of road; it is situated in a deep-wooded valley, through which the Slaney flows, and where, at the upper end of the town, it receives the Clody. The Clody carries down the numerous rills which issue from the northern slopes of Mount Leinster, and, for so far, separates the counties of Wexford and Carlow. Although there is much to regret, as regards many of the cottages, on the score of inattention to neatness and comfort, there is much to admire in the general appearance of the village.

The church is a handsome structure. The R. C. chapel is in the vicinity of the town, and at the inn cars and post-horses can be hired.

The vicinity of Newtownbarry is picturesque, and in many places romantic, and the varied surface which blends with the adjacent hills, is in several places adorned by the trees of the different villas. In no part of the kingdom do we remember finer timber than that which adorns the demesne of *Woodville*, the beautifully-situated cottage of the Hon. S. R. Maxwell; and we hope, that in the contemplated changes, Newtownbarry will not be

stripped of its sylvan honours. The valley in which Newtownbarry is situated, is bounded on the south by the range of mountains which run from the Slaney to the Barrow, and which, for so far, form the lofty confines of the counties of Wexford and Carlow. The higher summits of this single range of granitic mountains, which are so remarkable in the surrounding country, are Mount Leinster and Blackstairs, which respectively attain to an elevation of 2,610 and 2,409 feet above the level of the sea. On the north, the boundaries of the valley are the high grounds which connect with the mountains of Wicklow and the detached summits which prevail in the adjacent portion of the county of Wexford.

The principal villas near the town are *Brown Park*, *Ryland Ville*, the *Glebe House*, and *Clohamon House*; and, about four miles from the town, are *Beaufield* and *Prospect*.

From Newtownbarry to Enniscorthy there is a good road on both sides of the Slaney, and the distance by either line is nearly the same. That along the left bank of the river is the better and more generally travelled, and from the proximity of the roads, the descriptions are alike applicable; both lines fall into the Dublin and Wexford mail-coach road by Gorey and Ferns, near Scarawalsh bridge.

Leaving Newtownbarry, the road keeps the right bank of the Slaney, for nearly two miles, when it crosses the river at the village of Clohamon, where a small cotton factory is carried on. Farther down, are the pleasantly situated villas of *Ballyranken* and *Newlands*; they adjoin *Clobemon Hall*, the seat of Mr. de Renzy. This house is a neat modern building, and the plantations, aided by those of the adjoining villas, add much to the beauty of the general scenery. A little below *Clobemon* are the village and church of Ballycarney, and, on the

opposite bank of the river, is *Mountfin*, Mr. Carey. The old mansion, surrounded by the fine old trees, few though they be, have a venerable appearance. On the high grounds above the house, there is a considerable extent of natural coppice-wood, which helps to relieve the bleakness of the adjacent country. A little below *Mountfin*, is the cottage of

Mr. Richards. The valley through which the river here flows, is in no ways rich: the banks are tame, and but little adorned from this until the road joins the Dublin and Wexford mail-coach line at Scarawalsh bridge.

From Scarawalsh bridge to Wexford, the road is common to this and the preceding line, No. 18.

No. 23.—DUBLIN TO THE SEVEN CHURCHES OF GLENDALOUGH.

FIRST ROAD, BY ENNISKERRY AND ROUNDWOOD, WITH TOUR FROM ROUNDWOOD TO LUGGALA, LOUGHS DAN AND TAY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From the Seven Churches.
Dublin,	—	—	30
Dundrum,	—	4½	25½
The Scalp,	6	10½	19½
Enniskerry,	2	12½	17½
Ballinastow,	7½	19½	10½
Roundwood,	3½	23	7
Annamoe,	2½	25½	4½
Laragh,	2½	28½	1½
The Seven Churches of Glendalough,	1½	30	—

On this road there are no public conveyances beyond Enniskerry, where, however, cars can be hired.

For description of country from Dublin to Powerscourt Waterfall, inclusive, see No. 3, p. 51.

Pursuing our way to the Seven Churches of Glendalough—from the glebe-house of Powerscourt there are two roads which there separate and re-unite within a mile of Roundwood. They hold generally a parallel course, and, at the same time, are nowhere more than a mile asunder.

One line skirts the plantation of *Powerscourt Deer Park*, for upwards of two miles, and is too steep for carriages; the other branches off to the more easy ascent, which

runs from the mail-coach road, No. 18, at Kilmacanogue, and keeps along the side of the greater Sugarloaf mountain, and is the road generally travelled.

As the summit level of these roads is nearly the same, namely, about 900 feet above the sea, by either line, extensive prospects are obtained of the lower country we have just left, as also of the whole of the mountain district lying to the north and east. By the line which keeps along the sides of the greater Sugarloaf mountain that summit is easily ascended—the apex of the cone being only 1,651 feet above the sea, the half of which height is obtained by the public road.

The views from the Sugarloaf

comprehend a vast extent of ocean and of mountain scenery, as well as of all the gradations of glen, valley, and plain, by which the intermediate surface of this lovely country is diversified. The views are not so extensive as those from the neighbouring and higher summit of Douce, to which we have referred; but, from the position of the Sugarloaf, more of the valley and grounds in connexion with its southern base, as also of Bray, the little Sugarloaf mountain and country around it are commanded—these parts, owing to the relative position of the mountains, being more or less obscured by Douce.

On gaining the summit of the road, which, as we have already observed, is about 900 feet above the level of the sea, we proceed along the high, dreary, and poor table-land, which stretches from the Sugarloaf to Roundwood, and is bounded on the west by Douce, Slieve-Buckh, and the other mountains which run southward to the Seven Churches; and on the east by the hills which limit the plain stretching along the coast. We soon cross the infant Vartry, as it issues from the sides of the hills; pass, on the left, the solitary church of Calary, and, on the right, the few trees around *Whitehall* and *Grouse Lodge*; and at about three miles from the top of the Long hill reach the cross-roads and the Carman's Inn of Ballinastow. As we proceed to Roundwood, the plantations of *Tithewer*, the seat of Mr. Nuttall, serve to break and relieve the dreary plain which stretches towards the high ridge on the left; while, on our right, the country is rendered more interesting by our nearer approach to the hills, and by the better cultivation.

Tithewer, we may remark, will be interesting to the botanist, from the number and variety of the rarer species of coniferous trees, which

the late Mr. Nuttall has there so successfully cultivated.

The straggling village of Togher, or Roundwood, from its central position between the Seven Churches of Glendalough, the Loughs Dan and Tay, the Devil's Glen, and other interesting parts of this district, as well as from the excellent accommodation, post-horses, and cars which its inns afford, is a place of very general resort. It is situated nearly in the centre of the high table-land to which we have lately adverted, and which is 700 feet above the sea.

TOUR FROM ROUNDWOOD

To Lough Dan, Lough Tay, and Luggala.

We would recommend such tourists as do not mean to return to Roundwood from the Seven Churches, to visit Loughs Dan and Tay from this point—the latter being only six miles distant, and the former three. Lough Tay includes Luggala.

The tour from Roundwood to Loughs Dan and Tay is often made on foot; indeed to see the former well, it is necessary to perform a considerable part of the journey on foot. As a pedestrian tour, the usual way is, proceed along the road leading to Annamoe by Oldbridge, which bridge is about two and a-half miles from Roundwood; and thence along the eastern shore of Lough Dan, keeping under *Lake-view*, the romantic residence of Captain Macklin; and crossing the Annamoe river at the head of the lake near Mr. Bourne's lodge, to walk up the valley to Aghavourk-ford, whence a road leads to the southern entrance of Luggala. In the event of the river at the head of Lough Dan not being fordable, the tourist can proceed up the lane running from Mr. Bourne's lodge to the high road, and thence, as before, to Luggala southern entrance. The approach from this entrance to *Luggala*

Lodge, the occasional retreat of Mr. La Touche, leads along Lough Tay, the entire lake, banks, and plantations being included in the demesne; and the approach and pathway from Luggala towards the northern, or Sallygap entrance, leads to the public road a little above the lodge. Along either of these the tourist is recommended to proceed, and to return to Roundwood by the public road, making a tour of thirteen miles. The walking part of the above tour, however, may be reduced to five miles, by taking a car to Oldbridge, and sending it round from that point to wait the arrival of the parties at the northern or Sallygap entrance to *Luggala*. Or this order of proceeding may be reversed, by driving at once from Roundwood to Luggala, and sending the car back to wait at Oldbridge. The lakes and Luggala may be visited in the last order, and in the same space of time, by branching off from Ballinastow inn, before the tourist reaches Roundwood in his general route. We may here observe, that the part of the public road lying between the northern and southern entrances to *Luggala Cottage*, is, from its hilly nature, ill suited to carriages; it is, however, the most important part of the route, from the beautiful views which it commands.

By the first way the tourist will travel along a beautiful glen from Oldbridge to the head of Lough Tay, and return by the high and hilly road which runs above the demesne of *Luggala*, and which commands magnificent views of that demesne, Lough Tay, and its surrounding mountains, and the lovely glen, as far as the head of Lough Dan, through which the river sweetly meanders.

The mountain loughs of Wicklow are few in number, and those few, very limited in their dimensions—their added superficies not exceeding 800 statute acres. The two

now before us—Lough Dan and Lough Tay—are among the largest. Glendalough, Lough Nahanagan, and Lough Ouler we shall presently notice; and the two tiny Loughs Bray will come under our observation in due course. The four last mentioned are mere specks, mere mountain tarns, and in any other district of “mountain and of flood” would not be deemed worthy of notice. Trifling in extent though they be, whether individually or collectively considered, they generally occupy deep and secluded dells in the wildest and loneliest mountain recesses, and where the high, and, in many cases, impending cliffs which surround them, not only throw a dark shade over the narrow space of water, but impose a deep solitude on all around.

Lough Tay and Lough Dan are situated at the upper end of the glen which winds from Luggala to Larragh, a distance of ten miles, and which being hitherto unnamed, we have designated Glenavon. Lough Tay, which is 807 feet above the sea, occupies a deep, circular dell at the head of the glen; the precipitous sides of which rise boldly from the edge of the deep and dark waters to a very considerable elevation. On the west side of the lough, the bare and impending cliffs form part of the mountain lying between it and the Military road: and on the east side of the wooded and less steep declivities connect with the base of Douce mountain. The greatest breadth of Lough Tay, which is circular in outline, is about half a mile, its circumference about a mile and a-half, and its area about 120 acres. Its principal supply is the rivulet, named in the Ordnance maps the Annamoe river, which throws its little stream—collected from the rills which furrow the mountain sides lying westward—over a rocky precipice at the upper end of the lough. Near this

waterfall is *Luggala Cottage*—one of the most romantic retreats in any country; and the grounds connected with this mountain lodge embrace the entire of the lovely, but lonely Lough Tay, with all its magnificent boundaries.

Lough Dan, which is 685 feet above the sea, lies about two miles below Lough Tay. In its outline it assumes the shape of a broad river; its length being about a mile and three quarters, its average breadth nearly half a mile. It is embosomed by the mountains of Knocknacloghole, Scar, and Slieve-Buckh; the latter bounding it on the east, and the two former on the west. Enviroined by naked pastoral acclivities, which rise gradually from the water's edge, Lough Dan wants much of that wildness and sternness which the precipitous cliffs give to Lough Tay on the one hand, as well as of that beauty which the plantations connected with *Luggala Cottage* impart to it on the other. It is, however, from its winding outline, depth of water, and the extent of mountains which spring from its surface, and sweep far around—a scene possessing much interest; and particularly at the upper end, where it receives the infant waters of the Avonmore. There the limpid rivulet, having finished its first and short course through the romantic little glen which separates the mountains of Scar and Knocknacloghole, mingles its waters with the Annamoe river, and gives name to the more ample stream—the carrier of many tributaries—which glides down the vale of Clara to the “first meeting of the waters” at Ovoca.

That part of the glen which lies between Lough Tay and Lough Dan is about two miles in length; it is extremely beautiful, and the narrow strip of land lying along the river banks are smiling, cultivated, and very fertile. The Annamoe river, bearing along the surplus waters of Lough Tay to Lough Dan,

meanders softly through it, and in its progress is augmented by the Cloghoge brook, which gurgles down the ravine at the northern side of the mountain of Knocknacloghole.

The whole of Lough Tay, with the vast extent of mountains which embosom it, as also the above reach of the glen, with a portion of Lough Dan, are seen in their most beautiful and striking points of view from various parts of the high-road above *Luggala Cottage*; and although this part of the road, from its steepness in many places, is ill suited to carriages, yet from no part is this sublime portion of Wicklow scenery so finely displayed.

Resuming our road from Roundwood to the Seven Churches, we leave the plantation connected with *Roundwood Park* on our left, pass the solitary church of Derrylossary, and soon reach *Glendalough Park*, the beautifully-situated residence of Mr. Barton. This demesne stretches along the banks of the Avonmore river, forming part of Glenavon; and, from the extent of its plantations, is a striking feature in the bleak country around.

The small village of Annamoe adjoins *Glendalough Park*; and the site of Castle Kevin, once the abode of the O'Tooles, the chieftains of the district, and *Castle Kevin*, the modern residence of Mr. Frizelle, lie about a mile to the left of the village. They are situated near the road leading from Annamoe to Rathdrum by Moneystown hill.

The glebe-house of Derrylossary is close to Annamoe. Lawrence Sterne, when a child, was staying with his father at the parsonage for about six months, during which period occurred the circumstance which he relates of his falling through a mill-race, while the mill was at work, and being taken up unhurt.

From Annamoe to Laragh we pass through that portion of Glenavon which is bounded on the right by

the hill of Carricknashanough, and on the left by that of Troopers-town—the latter rising to a height of 1,408, the former 1,313 feet. We pass *Laragh House*, and enjoy the companionship of the river for the whole of the way.

The small village of Laragh occupies a central and very remarkable geographical position in the county of Wicklow. Situated in a high valley, in the centre of the mountains, where Glendalough, Glendassan, Glenmacanass, and Glenavon, fall into the Vale of Clara; and where their accompanying streams flow into the Avonmore, and where also the various roads which are carried along these glens unite. These are, the road we have just described from Dublin to this place by Roundwood; the roads from Dublin, hence, by the Military road; from Hollywood and Blessington by Wicklow Gap; from Laragh to Rathdrum by the Vale of Clara; and from Laragh to Balinglass by Glenmalure and Aughavanagh.

As we shall have occasion to recur to these glens both separately and relatively in describing this part of the country, a knowledge of their extent and bearings may here be useful.

Glendalough is the narrow space bounded by the mountains of Derrybawn and Lugduff on the south, and on the north by those of Brockagh, Glendassan, and Comaderry. It reaches from Laragh to the Cascade of the Glencola; is about three miles in length, and contains the Seven Churches and their adjacent loughs.

Glendassan is the mountain valley in which are the lead mines of Luggunure, and through which the road from Laragh to Blessington is carried. It commences at the Seven Churches, and extends westward for three miles: being bounded on the north by the mountains of Brockagh and Thonelagee, and on the

south by Glendassan and Comaderry.

Glenmacanass is the comparatively low land above the barrack of Laragh, through which the Military road from Dublin is carried. It is bounded on the west by Brockagh and Thonelagee, and on the east by Scar and its adjoining summits. Its length is between three and four miles.

Glenavon is the plain extending from Laragh to the village of Annamoe, and thence by *Glendalough Park* to the vicinity of Sallygap, a distance of twelve miles, including in its course, the beautiful Loughs Dan and Tay, and through which our road from Laragh to Annamoe lay.

Of the rivers—through Glenavon flows the Avonmore, which bears along all the surplus waters of Loughs Dan and Tay, receiving at Laragh the rivulet which waters Glenmacanass; a little lower down it is augmented by the united streams which meander through Glendassan and Glendalough; and below *Derrybawn*, the mountain rivulet, which also bears that name, pays its tiny tribute; and thence, with increased volume, the Avonmore flows joyously down the sylvan vale of Clara, and under the shades of *Arondale*, to meet the Avonbeg at *Castle Howard*.

At the confluence of the above streams, and at the base of Derrybawn mountain, is *Derrybawn*, the seat of Mr. Bookey. This seat, from its woods clothing the mountain sides and adorning all around, its river, its lawns, its scenery, its accessibility from every point, and its proximity to Glendalough, may be considered as one of the most charming, and, at the same time, one of the most enjoyable of our mountain residences.

The hamlet of Laragh is pleasantly situated in the centre of the space where the above glens, with their rivers and roads, unite. A church

and school have lately been built, and the locality has otherwise been much improved, by the proprietor, Mr. Barton. The hamlet contains one or two small public houses, at which parties visiting this part of the country can refresh themselves.

A mile and a-half from Laragh are the hamlet, round tower, and church ruins of Glendalough. It consists of several cabins, a public house, and a small inn. Tourists, however, generally stop at Roundwood, where the inns are much more commodious. The ruins are romantically situated at the junction of Glendassan and Glendalough, and near where the streams which water these glens unite; and the round tower and other ruins are the most popular of all the antiquities in Wicklow. The churches appear to have been founded so early as the sixth century, by St. Kevin, who held the abbacy, and who was also the first bishop of Glendalough. It remained a separate bishopric till 1214, when it was united to Dublin. It appears, from the records of the see, that Glendalough, which was the depository of the wealth of the neighbouring septs, was frequently plundered by the Danes, and also by the English, after whose invasion it was never able to preserve the importance it had previously maintained. "In 1309, Piers Gaveston defeated the sept of the O'Byrnes at this place, and having rebuilt the Castle of Kevin, and opened the pass between it and Glendalough, presented an offering at the shrine of St. Kevin. In 1580, one of the Fitzgeralds, uniting with Lord Baltinglass and a chieftain of the O'Byrnes, occupied this valley in open hostility to the Government; and the Lord-Deputy Grey, who had just arrived from England, and was totally unacquainted with the country, gave orders for their immediate dislodgment. The officers, who had assembled to congratulate him on his

arrival, accordingly led their troops to the valley; but as they began to explore its recesses, perplexed with bogs and overhung by rocks, a volley was poured in among them from an unseen enemy, and repeated with dreadful execution. Audley, Moore, Crosby, and Sir Peter Carew, all distinguished officers, fell in this rash adventure; and Lord Grey, who had awaited the result on an eminence in the vicinity, returned with the remainder of his troops to Dublin."

The principal group of ruins, consisting of the round tower, cathedral, Our Lady's Church, St. Kevin's Church, or Kitchen, as it is often called, and a small enclosure called the Sacristy, now used as a burial place for R. C. clergymen, stand in a well-tenanted cemetery, which you enter by a ruined Saxon archway. The other ruins enumerated are Trinity Church, which is on the left-hand side of the road leading from Laragh to the Churches; the Priory of St. Saviour, which is on the opposite side of the river, and near the house of Derrybawn; Rھےart Church, the burial-place of the O'Tooles, the original proprietors of the district, is near the path leading from the church-yard to Poolanass Waterfall, and the church of Teampulnaskellig is near the cliff of Lugduff.

In the cemetery of the churches, there is an ancient cross of one solid block of granite, eleven feet high; several fragments of other crosses lie scattered about, and a line of them can still be traced across the valley between the two lakes.

The round tower is perfect, and rises to the height of one hundred and ten feet. The cathedral contains nothing remarkable in the architecture of its remaining walls, and it is the smallest of the ancient ecclesiastical structures which, even in this country, have been dignified with that appellation, the nave being only forty-eight feet in length

by thirty in width. The remnants of Our Lady's Chapel, which must have been originally a very small building, and close to the cathedral, are more interesting in their construction. St. Kevin's Kitchen, which is also adjoining, is the most perfect; it is roofed with stone, and its dimensions are twenty-two feet by fifteen. This relic of antiquity is similar in its construction to St. Douglough's, near Dublin, Cormac's Chapel on the Rock of Cashel, and the Crypt at Killaloe. There is a small tower attached to the end of the building, and also a small oratory, ten feet by nine. Trinity, or the Ivy Church, which is a little above the hamlet of Glendalough, on the road leading to Laragh, must have been originally a very small, rude structure; at one end of it, but disconnected, is the foundation of a round tower. The Abbey or Priory of St. Saviour is, in its architecture, the most interesting of the detached ruins. It is in the demesne of *Derrybawn*, and about a mile from the churchyard of Glendalough. Some curious devices are still to be seen carved on the stones which lie strewn around the abbey; and near to it, in a small crypt, was lately found the tomb of St. Kevin, who died in 618. Rhefeart Church, as it is called, within which it is supposed several of the ancient chieftains of the O'Tooles lie buried, is romantically situated near the Poolanass waterfall; but the walls of what must have been originally a mere hut, can now hardly be discerned. And it requires some trouble to reach, and more imagination to trace, what are called the ruins of Teampulnaskellig.

Of the many legendary spots connected with St. Kevin—of his Kieve, Well, Bush, and Bed, all of which are pointed out by the local guides—the last is the most interesting. It is situated at the base of Lugduff mountain, about the centre of the upper lake, and a few feet above the

surface of its waters. "This wonder-working couch is a small cave, capable of containing three persons at most, in the front of a rock hanging perpendicularly over the lake. The approach is by a narrow path along the steep side of the mountain, at every step of which, the slightest false step would precipitate the pedestrian into the lake below: certainly the guide endeavours to infuse an additional degree of confidence into his followers, by assuring them, that since the fate of the fair Cathleen, at which period St. Kevin prayed, that none might ever find a watery grave in that lake, no mortal has ever perished there. There is one place in particular, where all the eloquence of the guide is sure to be exerted to encourage the party, and where it frequently proves unsuccessful—that is, the ledge of the rock called the *Lady's Leap*. After passing this rubicon, the landing-place immediately above the cave, is soon reached without difficulty; but the visitor must descend with caution, his face turned to the rock down which he climbs, while the guide directs which way he is to turn, and where to plant his foot, until at last he reaches the mouth of the sainted bed."

The following additional description of St. Kevin's bed is taken from "A Day at the Seven Churches," by the late Rev. Cæsar Otway:—"By this time we had rowed under Kevin's bed, and landing adjoining to it, ascended an inclined stratum of the rock to a sort of ledge, or resting-place, from whence I and some others prepared to enter the bed. Here the guides make much ado about proposing their assistance; but to any one who has common sense and enterprise, there is no serious difficulty, for by the aid of certain holes in the rock, and points which you can easily grasp, you can turn into this little artificial cave; which, in fact, is not

bigger than a small baker's oven, and were it not that it hangs some twenty-five feet perpendicularly over the dark, deep lake, this cavity, not larger than many a pig-sty I have seen excavated in the side of a bank, could not attract so many visitors. I and two young men who followed me, found it a very tight fit when crouched together in it. At the further end there is a sort of pillow and peculiar excavation made for the saint's head; and the whole of the interior is tattooed with the initials of such as have adventured to come in. Amongst the many, I could observe those of Sir Walter Scott, Lord Combermere, &c., &c.; and we were shown the engravings of certain blue-stockings, as for instance, Lady M——n, who made it her temporary *boudoir*. Just where the left shoulder of the saint may be supposed to have rested, I took leave to inscribe a little c. o., conceiving it might be as well to have an entry on the saint's bead-roll, with the gallant and gifted individuals who are registered therein."

Glendalough, as we have stated in our brief topographical notice of this vicinity, is bounded on the south by the summits of Derrybawn and Lugduff, and on the north by those of Brockagh, Glendassan, and Comaderry. The glen is about three miles in length, and contains, as the name signifies, two loughs; of which the upper and larger one is alone worthy of notice; the lower, a mere tarn, being very limited in its dimensions, and only covered with water during the winter, or in very wet weather.

The upper lough is a mile in length, and about a quarter of a mile in breadth. It is 441 feet above the level of the sea, and the mountains which limit it, rise almost perpendicularly from the surface of its still and dark waters, to a height of 1,800 feet. It is the height of these stupendous mural boundaries, and

the consequent exclusion of the irradiating influences of the great "orb of day," that renders Glendalough—

" — that lake whose gloomy shore,
Skylark never warbled o'er."

It is not, however, "wrapt all o'er in one perpetual gloom;" it is frequently gloriously lit up by the slanting rays of the morning sun, or illumined by his more vertical noon-tide beams.

The upper lake is fed by two streams; one, the Glanealo brook, which rushes down the gorge, separating the summits of Comaderry and Lugduff, and forms, when the stream is full, a striking feature in the scenery, as it dashes and foams through the crags and disscvered masses of rock which are scattered in the wildest disorder along the steep acclivities bounding that side of the lake; the other, the Poolanass brook, which pours its little torrent of waters—collected from the numerous streams which gurggle down the higher declivities—over a ledge of rocks, in the beautiful sylvan ravine lying between the mountains of Lugduff and Derrybawn. This romantic little glen of Poolanass forms part of the demesne of Derrybawn, the woods of which cover and adorn for a considerable distance its rocky banks. When the Glendalough river is low, the ravine is easily approached from the church-yard, by fording the stream; but it is accessible at all times by the walk through the woods of *Derrybawn*, which leads past the ruins of the abbey or priory of St. Saviour, and close to the fissure in the face of Derrybawn rock, known as the Giant's Cut, and the heap of stones close to the Poolanass brook, which are dignified by the title of Rھےfart Church, and where, as we have already observed, the ancient chieftains of the O'Tooles are said to be entombed.

In thus enumerating and placing in a tangible point of view, all the features of Glendalough, natural as well as artificial, which we deem likely to interest the traveller, we have endeavoured to avoid all those wild flights of fancy mixed up with silly colloquy and ridiculous legends, which have been too often substituted for patient research and sober description.

We feel too deeply the effect which the venerable grey tower and lowly ruins have in sending the mind back to days that are long past—in awakening reflections on the perishable nature of all that is sublunary, as we silently gaze on the lonely and well-tenanted cemetery—in exciting trains of local and general emotions in unison with all those circumstances—and in lending a high and solemn interest to the sombre and according scenery around, to attempt to play the jester, or to indulge in those bad caricatures of native wit with which many descriptions of Glendalough abound.

Limited as is the area of Glendalough, it is not exceeded in wildness and sublimity by any of our larger lakes. "Its style," applying to it some of Dr. M'Culloch's comparisons of the Scottish lakes, "is that of a lake of far greater dimensions; the hills which bound it being lofty, and bold, and rugged, with a variety of character not found in many of even far greater magnitude and extent. It is a miniature and model of scenery, that might well copy ten times the space."

Along the base of Derrybawn mountain there is a considerable extent of copsewood; there the shores are well fringed; but, at the upper end of the lake, and where the mountains rise perpendicularly from the water's edge, the few stunted bushes of oak, holly, mountain-ash, and birch, which have obtained a footing, are not sufficient to soften the rugged features of the shores.

A boat can be hired by those who wish to enjoy the scenery of this place from the lake.

Glendassan, as we have lately remarked, adjoins Glendalough, being separated from it only by a single mountain ridge, of which Brockagh, Glendassan, and Comaderry are the more conspicuous summits. The road from Laragh, the great intersecting point of this mountain district, to Hollywood and Blessington, runs through Glendassan, and from it the extent and boundaries of the glen can be satisfactorily known. As the only way to know the mountains, is to trace the glens—by continuing along the above road till you reach its summit-level you obtain a correct knowledge, not only of Glendassan and the country lying east of it, but also of the nature and configuration of many of the surrounding mountains, of the hilly country running northward to Blessington, and a view of a considerable portion of the more fertile county of Kildare. The summit of the road, which is at Wicklow-gap, is five miles from the Seven Churches, and 1,569 feet above the level of the sea. At about two miles north of the Gap, Thonlagee mountain raises its summit to an elevation of 2,684 feet, and Comaderry rises 2,296 feet at about an equal distance on the south; and on either hand successive mountains are seen to extend far on either side.

To many, the lead-mines of Luggunure, which are in the upper end of the glen, near the road, and from two to three miles from the Seven Churches, will be objects of interest; and, perhaps, to some, Lough Nahanagan, which is within a mile of the upper mine, but occupying a higher position in one of the deep-secluded dells which diversify the surface of the declivities of Comaderry. This small circular lough, which is not more than half a mile in diameter, is the source of the stream which flows down the glen;

it lies about a mile from the Wicklow-gap, and under a favourable light its dark waters and the basin it occupies are distinctly seen.

The smaller Lough Ouler lies to the north of Thonlagee, and about two miles from the road at the Wicklow-gap. It is not seen from the road, and is only accessible by crossing the high intervening moorlands.

The mountain boundaries of Glendassan, though of considerable elevation, are not precipitous; nor is the scene solitary. Cultivation is creeping up the lower parts of the glen; herds of cattle browse on the higher slopes; and the houses connected with the mines are scattered along the lower part of its sides.

No. 24.—DUBLIN TO THE SEVEN CHURCHES OF GLENDALOUGH.

SECOND ROAD, BY NEWTOWNMOUNTKENNEDY AND ROUNDWOOD.

TABLE OF DISTANCES.

Statute Miles.			
	Distance between Stations.	From Dublin.	From Seven Churches.
Dublin,	—	—	34½
Newtownmountkennedy, as in No. 18,	—	21½	13
Roundwood,	6	27½	7
Annamoe,	2½	30½	4½
Laragh,	2½	33	1½
Seven Churches,	1½	34½	—

This is the most convenient and generally preferred way of reaching the Seven Churches. Tourists, however, often go by the preceding line and return either by Newtownmountkennedy or Rathdrum. By this road, the traveller can readily reach Newtownmountkennedy by the public conveyances, where, as we have already noticed in No. 18, carriages and post-horses can be obtained.

The road from Newtownmountkennedy to Roundwood lies across that lower range of hills which separates the high table-land, in the centre of which Roundwood is situated, from the low and rich tracts of lands lying along the shore; and, in crossing the ridge which, considering its elevation, we effect at tolerably easy rates of ascent, we obtain extensive views of all that

rich and highly adorned tract of country stretching from the base of the hills we are now crossing to the sea, and which tract we have described in our preceding routes. From the higher parts of the road, we also command extensive views of the high valley reaching from the Sugarloaf to Roundwood, as also of the mountain ranges by which it is bounded.

In ascending from Newtownmountkennedy, we pass, on the right, *Monalin*, and in descending to Roundwood, we pass, also on the right, and at about three miles from Newtownmountkennedy, *Tithewer*, the residence of Mr. Nuttall, already noticed.

From Roundwood to the Seven Churches, as in the preceding road.

No. 25.—DUBLIN TO THE SEVEN CHURCHES OF
GLENDALOUGH.

THIRD ROAD, BY NEWTOWNMOUNTKENNEDY, ASHFORD, AND
RATHDRUM.

TABLE OF DISTANCES.

	Statute Miles.
Rathdrum, as in No. 18,	35½
Seven Churches,	44½

Though this line, as compared with the preceding road, increases the distance twelve miles, yet the Seven Churches are more easily reached by it than by either of the preceding lines. All the steeper hills are avoided, a most interesting part of Wicklow is driven through, and the traveller is brought by the public coaches to Rathdrum, which is within eight miles of the Churches, and where, at the inn in the town, good conveyances can be hired.

In our description of Rathdrum and its vicinity, we have described the road to the Seven Churches, as far as the hamlet of Clara; and for

the next two and a-half miles—that is, from the hamlet of Clara to Derrybawn—our road keeps along the right bank of the Avonmore, and from several points affords fine views of the river and of its beautifully-wooded banks. We proceed through the woods of *Derrybawn* to the hamlet of Laragh, where, as we have stated in the preceding road, Glendalough, Glendassan, Glenmacanass, and Glenavon, unite with the vale of Clara, and where all their accompanying streams fall into the Avonmore.

From Laragh we proceed to the Seven Churches, as in No. 23.

No. 26.—DUBLIN TO THE SEVEN CHURCHES OF
GLENDALOUGH.

FOURTH ROAD, BY RATHFARNHAM, GLENCREE BARRACK, SALLY-GAP, AND
LARAGH.

TABLE OF DISTANCES.

	Distance between Stations.	From Dublin.	From Seven Churches.
Dublin,	—	—	30½
Rathfarnham,	—	4	26½
Glencree Barrack,	8½	12½	18
Sally-gap,	4½	17½	13½
Laragh,	11½	29	1½
Seven Churches,	1½	30½	—

The country from Dublin to Lough Bray, which is a mile beyond Glencree barrack, we have necessarily noticed under No. 3, pp. 49-54, though, in an inverted way, as regards our present road; we trust, however, that our observations will be found sufficiently intelligible.

About a mile above Upper Lough Bray, we cross the infant Liffey—a mere rill, stealing its way to the Glen

of Kippure; and, having gained the steep ascent between Upper Lough Bray and Sally-gap, we have attained the summit level of our road. At Sally-gap we are only two miles and a-half distant from *Lug-gala Cottage*, Mr. Latouche, on the east, and about three miles from *Kippure Lodge*, the seat of Mr. Armstrong, on the west. The latter is situated in the Glen of Kip-

pure, and the former, as we noticed in No. 23, at the head of Glenavon.

From Sally-gap we obtain a general view of the commencement of the above glens. Glenavon and *Luggala* we have described in No. 23; and Kippure glen, with the vast assemblage of mountains on either side, we shall notice in their place.

From Sally-gap to Laragh, the road lies through the highest valley in Wicklow, if such it may be called, and through the dreariest part of its mountains. It keeps along the eastern side of the great central chain of summits, winding among the hilly surface formed by their various acclivities, to maintain its level, and holding generally a course due north and south. The more elevated summits, with their heights, on the west side of this dreary road, taking them in their natural order from Sally-gap to Laragh, are Gra-vale, 2,352 feet above the sea; Duff-hill, 2,364; Mullock-cleevaun, 2,783; and Thonelagee, 2,683. On the eastern side, the chain of mountains which bounds the valley is less continuous, nor do they attain to such an elevation; and we may remark, that while they form the eastern boundary to the high valley we are traversing, they also form the western and more striking limits to Glenavon, which contains Lough Dan and Lough Tay, and which we noticed in No. 23. Following the same order in their enumeration, as in those on the western side, we

may notice Knocknacloghole, whose top is 1,754; Scar, 2,105; and Carricknashanough, 1,313.

Though the acclivities of the mountains bounding this high, unbroken moorland tract are considerably diversified, and present a succession of ravines, along each of which the little streamlets force their way to the Avonmore, yet the scenery is monotonous, and, to the generality of tourists, we fear, will hardly dispel the gloom which arises from the vast extent of heath-clad surface, and the desolation which reigns around.

On reaching the waterfall, which is four miles from Laragh, and which is formed by the Glenmacanass stream here precipitating its little volume of waters, collected from the slopes of the adjacent mountains, over a ledge of rocks, the scenery changes; the land along the banks of the stream becomes more cultivated and rendered cheerful by the influence of the meridian sun; the mountains are more displayed; and, as we proceed down Glenmacanass to the table land, which extends from the Sugarloaf mountain to the Seven Churches, we enjoy for some part of the way the companionship of the brawling rivulet, and command fine views of the country around Laragh, all of which we have particularly noticed in connexion with the various roads leading to that central station, and generally, in No. 23.

No. 27.—DUBLIN TO GLENCULLEN AND ENNISKERRY,
AND TOUR THROUGH GLENCULLEN AND GLENDUFF.

DUBLIN TO ENNISKERRY, BY GLENCULLEN.

TABLE OF DISTANCES.

	Statute Miles.	
Dublin to Kilgobbin, . . .	—	7
Kilgobbin to Glencullen, . . .	2	9
Glencullen to Enniskerry, . . .	3½	12½

TOUR THROUGH GLENCULLEN AND GLENDUFF.

Glencullen to Glenduff cross-roads, . . .	— 4½
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DUBLIN TO GLENCULLEN.

This road, although it does not much increase the distance to Enniskerry, as compared with the line by the Scalp, is, on account of its very hilly nature, from where it leaves the Scalp road, seldom travelled. It discloses, however, a different kind of scenery, and affords, at least to the tourist, a very agreeable variety.

It branches off the Dublin and Enniskerry line (No. 3, p 50.) at Kilgobbin, and winds along the base of the Three-rock mountain to the summit of the ridge which limits Glencullen, and thence descends to the hamlet and demesne of that name. The hamlet consists of a small convent for friars, a R. C. chapel, a public-house where tourists can refresh themselves, and a few cottages; the demesne is the romantic residence of the proprietor of this immediate part of the glen, Mr. Fitzsimon, whose improvements form a striking feature in this mountain district.

As the road, on its leaving Kilgobbin, attains to a much higher elevation than the road leading to Enniskerry by the Scalp, it commands much more extensive views

of the city, bay, coast, and country around, and particularly of that part of the immediate district which lies to the east of the Three-rock mountain. From many parts of the ascent, by the intervention of the projecting rocks, very striking views of limited portions of the city and bay are obtained, as the road winds along the acclivities of the mountain. In descending to Glencullen, with the exception of some of the higher summits around Bray, the view is limited to the mountains forming the southern boundaries of the glen.

Glencullen is a ravine, lying between the Three-rock mountain on the north, and the mountains which separate it from Glencree on the south, and through which a good road connecting the above points has lately been made. The western end of the ravine, joining Killakee, is called Glenduff; it is watered by a streamlet which runs westward to the Owen-Dugher, while the stream which runs through Glencullen flows down to the village of Enniskerry, under the name of the Cookstown river, and thence to the Dargle at *St. Valory*.

The ravine is about six miles in length; and the hills which bound it on either side attain to a considerable elevation. The summit of the southern range, which reaches from the Enniskerry road to the Military road, rises 1,927 feet above the level of the sea. This range, however, is much better seen from the head of Glencree, as noticed in the preceding roads. There is nothing very striking in the scenery of Glencullen; the pastoral acclivities, however, rise quickly from the bottom of the glen, and the prevailing character is that of deep secluded loneliness.

From *Glencullen Lodge*, the seat of Mr. Fitzsimon, the road to Enniskerry lies across the steep hills which here limit the glen, affording from the acclivities good views of

the eastern part of the glen and its confines, and from its summit, of the country around Enniskerry; and, in descending, the eye ranges over the fine demesne of *Powerscourt*, and the magnificent country around. The road passes *Ballybrew*, and leads to the northern entrance to *Powerscourt*, to which, on application, access is generally obtained; but in all cases it is advisable to have an order either from the agent or steward.

We may here notice that the *Scalp*, to which there is a good road, is only about a mile and a half from the cross-roads of Glencullen; and that a good level road branches off our present line near the *Powerscourt* northern entrance, to the Military road at the head of Glencree.

No. 28.—DUBLIN TO DRUMGOFF AND GLENMALURE, AND ASCENT TO LUGNAQUILLA.

FIRST ROAD, BY RATHDRUM AND BALLINACLASH.

TABLE OF DISTANCES.

	Distance between Stations.	Statute Miles.	
		From Dublin.	From Drumgoff.
Dublin,	—	—	42½
Rathdrum, as in No. 18,	—	35½	6½
Greenan,	3	38½	3½
Drumgoff,	3½	42½	—

Leaving Rathdrum, we cross the cultivated highlands which rise behind the town to a height of 759 feet, pass *Ballyteigue* and *Greenan Houses*—the latter being surrounded by a considerable extent of wood, and near to the hamlet of Greenan, which is close to the demesne of *Ballinacor*.

Although the more interesting portions of Glenmalure commence here, yet, strictly speaking, the *embouchure* of the glen is at the first meeting of the waters, where it unites with the Vale of Ovoca; and, as the lower portion of Glenmalure was not noticed in the description of the Vale of Ovoca, we have an-

nexed the following topographical observations:—

Bounded on the west by a chain of mountains, of which Croghanmoira and Garrawaystick are the highest summits; and on the east, by the range of which Kirikee, Mullacop, and Lugduff are the most elevated, and across both of which mountain ranges the Military road from Laragh to Aughavanagh is carried. Glenmalure stretches from the “first meeting of the waters” to the base of the Table mountain—a distance of twelve miles. It is traversed for its entire length by the Avonbeg river, which, originating in some mountain springs on the

sides of the Table mountain, after a short and hurried course, throws its little stream over a ledge of rocks called the Ess-fall. Meandering through Glenmalure, it receives the numerous rills which are sent down the mountain sides, and at length mingles its collected waters with those of the Avonmore, under the woods of Castle-Howard.

The features of the lower part of Glenmalure—that is, from Ballinacor to the Vale of Ovoca, a distance of five miles—are soft, undulating, cultivated, and full of beauty. The glen is there of considerable breadth, the boundaries are lower, the sides are widely displayed, and the mountains seem to spread away on either side: the prevailing character is more that of the gay, sunny valley, than of the deep mountain glen. But the part above *Ballinacor*, and to which the appellation of Glenmalure is generally limited, is narrower, more profound, and more gravely composed. Except the passes, for some distance on either side, along which the Military road is carried, the continuous lines of mountains on either hand rise boldly from the glen to an average height of 2,200 feet, and their precipitous sides are unbroken, save by the ravines and chasms formed by the numerous rills, which for ages they have sent down to the plain.

Passing the hamlet and demesne of Greenan, where our road from Rathdrum falls into Glenmalure, and which is six miles from the Ovoca inn, and two miles three-quarters from Rathdrum, we reach *Ballinacor*, the beautifully-situated residence of Mr. Kemmis, where a handsome mansion has been lately built, and other extensive improvements effected; and at three miles from Greenan we reach the solitary inn of Drumgoff, where tourists generally stop, and where good accommodation is afforded.

On passing the woods of *Ballinacor*, the upper and more inte-

resting part of the glen gradually opens to view; and from this point to its termination at the base of the Table mountain, a distance of seven miles, we have a continuation of the most magnificent mountain scenery.

There is no glen in Wicklow comparable with this portion of Glenmalure. In none of the other glens do the mountains assume such well-defined outlines, and at the same time attain to such elevations; nowhere is the prevailing character of the place less disturbed by the traces of cultivation, the attempts at improvement, and other unaccording circumstances; nowhere is the repose so profound, and the scenery so striking; nowhere do we appear to be so embosomed in mountains; nor do we remember any other combination of natural objects in the glen-scenery of the district so capable of awakening emotions of awe and sublimity.

We proceed up the glen along the banks of the Avonbeg, now narrowed into a pleasing mountain-stream, and which, by its meanderings, bisects the rich strips of cultivated lands which are met with along the base of the mountains. We soon pass the lead mines of Ballinacfinchogue, which, from their contiguity to the road, and the nature of the mines, are very conveniently situated for those who take an interest in such extraordinary operations. The adit of what is called the Ballinacfinchogue mine has been driven horizontally from the level of the public road into the heart of the mountain; and by the ore-waggons, which run along the rail-road, easy access is afforded to the subterranean operations. We may remind those who may wish to avail themselves of these means of seeing the mines, that permission from the overseer is necessary, as also an over-all dress to protect their clothes. At three and a-half miles from Drumgoff we reach the base of the Table moun-

tain, and at five miles, the Ess waterfall.

The road, which through the glen is in many places but ill-suited to wheel-carriages, becomes, as it ascends the hill, a mere bridle-path. It is carried over the Table mountain, at an elevation of 2,266 feet, and thence down the opposite mountain sides to the Glen of Imale. The Ess-fall is about half-way up the mountain; but, during long droughts, the fall itself, from the paucity of the stream, is not worth the labour of the ascent. The views, however, of mountain and of glen, from different parts of the ascent, and particularly from the summit, which also commands the Glen of Imale, will amply repay those, whose time and taste may induce them to make the journey.

We had almost forgotten to speak of the gullies which furrow the precipitous sides of the mountains, and of the thousands of torrent-rills which they send down to the Avonbeg. In seasons when they are all aflow, and many of them are then really pretty cascades, they add inconceivably to the beauty as well as to the grandeur of the glen.

“The wild vale called Glenmalure has been long celebrated in an historic point of view, as the asylum and strong fastness of Feagh Mac Hugh O’Brien, or O’Bryn of Ballinacor; upon whom Spenser recommended Queen Elizabeth to expend both men and money, in endeavouring to hem him in by a circuitous disposition of troops. The plan for surrounding Mac Hugh was, to place two hundred men at Ballinacor, two hundred at Knockalough, two hundred at Ferns, two hundred at Leix, and two hundred at Offaly; from which may be conjectured the number of all his allies, and the terror of his arms: all these detachments being placed as guards upon the great families residing at these places, who were in alliance with him. In the unhappy disturbances

of 1798, Glenmalure was the scene of many deeds of blood.”

ASCENT OF LUGNAQUILLA.

Drumgoff, where guides can be obtained, is the best point at which to commence the ascent of Lugnaquilla, which rises 3,039 feet—the highest of the Wicklow mountains, and one of the five mountains in Ireland which rise 1,000 yards above the level of the sea. On leaving the inn, we soon pass the lonely barrack of Drumgoff, which from its magnitude and position forms a striking object in this mountain region, and proceed along the Military road towards Aughavanagh for a short distance, when you turn to the right, and climb the front of Drumgoff hill. “Having reached the top of Drumgoff, the course lies northward following the bed of a mountain-torrent up a gentle sloping vale for a considerable distance, until a small pool, called Kelly’s Lough, is reached: passing this retired hollow, you climb a steep precipice of loose rubble and long grass, a work of considerable difficulty; but with the exception of this one spot, the entire ascent of Lugnaquilla will be found exceedingly easy to those who have been the least accustomed to mountaineering expeditions. From the ridge above this steep, the dark cliffs of the majestic mountain begin to appear; and from thence the approach to the summit lies over a smooth green sod. On the top of the mountain there is a great extent of table land: the highest point is marked by a large stone, resting upon small and low supporters, not unlike a Druidical cromlech; it is called Pierce’s Table.”—Wright.

The side of the mountain towards Aughavanagh is broken by the *South Prison*, a deep secluded dell, overhung by bold, rugged, and precipitous rocks; while the side that faces the Glen of Imale, is broken

by a similar hollow overhung in a like manner, and called the *North Prison*.

From the elevation of the mountain, in clear weather, a very extensive view is obtained. Southwards, the eye ranges over the whole county of Wexford and its ocean boundaries; on the south-west, the vast tract formed by the central parts of the counties of Carlow and Kilkenny, from the base of the mountain to the higher summits of Tipperary, is seen; northward, the boundless plains of Kildare, Meath, and Westmeath can be traced; and

eastward, that assemblage of mountains that trend away, summit over summit, to St. George's Channel lies before us.

To vary the way, we would recommend those who ascend Lugnaquilla, and who have not visited the waterfall, which is at the upper end of Glenmalure, to return by it, in preference to coming down by the same path by which they ascended. In the event of returning by the waterfall, the journey will be about seventeen miles; and, if by the same way in which it is ascended, fourteen miles.

No. 29.—DUBLIN TO DRUMGOFF AND GLENMALURE.

SECOND ROAD, BY LARAGH AND THE MILITARY ROAD TO DRUMGOFF.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Drumgoff.
Dublin,	—	—	34
Laragh, as in No. 23,	—	28½	5½
Drumgoff,	5½	34	—

The portion of the line from Laragh to Drumgoff, forms part of the Military road. It is seldom travelled except by tourists and the few who live in its immediate vicinity.

This is the most interesting portion of the Military road; the rates of ascent are easier than those of the adjoining portion from Drumgoff to Aughavanagh, and the scenery in connexion with it, as well as the views from the summits, are much more interesting. It is carried across the lower parts of the mountains which separate the Vale of Clara from Glenmalure, and of which, as we have before remarked, Kirikee, Mullacop, and Lugduff, are the highest summits, at an elevation of 913 feet, and commands, from several points, the most varied and extensive prospects of country, far and near.

On leaving Laragh, we cross the Glendalough river, pass close to the mansion of *Derrybawn*, Mr. Bookey, noticed in No. 23, and continue through the plantations of that demesne for the first two miles. As you ascend, you command extensive reaches of the Avonmore river, winding through the sylvan vale of Clara, and of the great extent of copsewood which adorns its precipitous banks.

From the higher parts of the road you obtain an extensive prospect of the country around; of the vast assemblage of mountains extending to a great distance southward; and, in a general way, of the whole tract of country to the north, which lies between the several mountains stretching from the Seven Churches to the Sugarloaf and the sea.

There is no scene throughout this mountain district more strikingly

grand than that which is obtained of the mountains of Glenmalure, on descending the road leading from Laragh to Drumgoff; nor is there anywhere a higher degree of quiet pastoral beauty exhibited, than in

the lovely glen of Ballyboy, which lies to the right of our road, and about a mile from Drumgoff. In the centre of the glen is the ruined house of Ballyboy, with its few remaining trees.

No. 30.—DUBLIN TO TINAHELY AND CARNEW.

FIRST ROAD, BY RATHDRUM AND AUGHRIM.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carnew.
Dublin,	—	—	59
Rathdrum, as in No. 18,	—	36	28
Aughrim,	7½	43½	15½
Tinahely,	7½	51½	7½
Carnew,	7½	59	—

We may observe that the new road from Aughrim to Carnew leaves Tinahely to the right, thereby saving three miles as compared with the tabular distance.

Although this is the shortest road to the small towns of Tinahely and Carnew, from there being no public conveyance, it is not the road generally travelled; besides, it is hilly from Rathdrum to Aughrim.

Leaving Rathdrum, the road branches off the mail-coach line at about a mile from the town, crosses an elevated ridge, whence good views are obtained of the mountain ranges lying to the west, also of the lower end of Glenmalure, in descending to the hamlet of Ballinaclash. This hamlet is pleasantly situated on the banks of the Avonbeg.

Proceeding to Aughrim, *Whaley Abbey*, the residence of Mr. Whaley, is reached at a mile from the hamlet of Ballinaclash. The house was erected on the site of an ancient monastery, said, by Archdall, to have been built by the brother of St. Kevin.

Passing *Whaley Abbey*, the road keeps along the base of Cushbawn-hill to Aughrim. Cushbawn-hill rises to an elevation of 1,318 feet, and is one of the frontier summits which connect with the great central mountain range of the district.

The small village of Aughrim is pleasantly situated in the centre of the glen which bears its name, and which extends from the *second meeting of the waters* to Aughavanagh—a distance of thirteen miles. It is watered by the Aughrim river, the stream which bears along the contents of the Derry water and the Ow river to the Ovoca. The hamlet of Macredden, in which are the ruins of Carysfort Castle, is two miles from Aughrim; it is situated in a mountain glen on the slopes of Cushbawn.

Glen Aughrim has been generally noticed in connexion with the *second meeting of the waters*, in No. 18.

From Aughrim to Carnew the road lies wholly through a portion of that wide valley, which, with some slight interruptions, reaches from the Aughrim river to the

vicinity of Newtownbarry, and which, so far as our present road runs, is bounded, on the west, by the chain of mountains which extends from the village of Aughrim to Shillelagh; and, on the east, by the ridge which stretches from Croghan-Kinsella to Slieveboy. The whole district through which our road lies forms part of the estate of the Earl Fitzwilliam—by far the largest proprietor in the county of Wicklow, and one who has uniformly evinced the utmost liberality and regard for the improvement of his estates, and the comfort of his numerous and respectable tenantry.

There are three roads from Aughrim to Tinahely, holding generally a course parallel to each other: the old line, which is hilly, runs by Preban church and *Ballybeg*; the centre road running along the right bank of the Derry water, is that generally travelled; and the third, or south road, branching off the former, at Kilpipe-bridge, is the direct line to Carnew.

On leaving Aughrim, the wood and house of *Roddinagh* are left a little to the right, and the demesne of *Clone* to the left; and at Kilpipe-bridge, which is a mile and a-half from Aughrim, the roads to Tinahely and Carnew separate.

In proceeding along the banks of the Derry water, the carrier of all the streams which issue from the mountain sides, on either side of the valley, to the Aughrim river, there is but little to interest the traveller, either as regards the cultivation of the soil, or the general scenery. The church of Preban, and the plantation around *Tankersley*, Mr. Coates; *Ballinglen*, Mr. Newton; and *Ballybeg*, Mr. Symes; all which are situated to the right on the slopes of the hills, on that side limit the valley, and serve to break the monotony of the scene. Behind *Ballybeg* there is a romantic glen, where roads to Hacketstown and Aughavanagh branch off. Our

road skirts the Killaveny wood, passes the R. C. chapel and church before we reach

TINAHELY,

a neat small town, romantically situated on the hilly grounds lying along the base of the mountains, which, as we have before observed, run from Glen Aughrim to the vicinity of Newtownbarry. It contains a few retail shops, and a comfortable little inn, or public-house, where a car can be hired. It appears that Tinahely formed part of the vast estate of the celebrated and unfortunate Earl of Strafford, who commenced the erection of a splendid mansion at Coolrus, about a quarter of a mile from the town, the ruins of which are vulgarly called "Black Tom's Cellars." On the attainder of that nobleman, the estate was forfeited to the crown, and subsequently became the property of the ancestor of the Earl Fitzwilliam, the present proprietor. During the disturbances of 1798, the town was entirely destroyed, but was soon after rebuilt.

From the hills which adjoin the town, and rise from 1,300 to 1,400 feet above the sea, extensive views can be readily obtained of the valley we have travelled through—of the mountain ranges which limit it—of the adjacent heights—and of the comparatively low tract of country running westward to Newtownbarry.

Coolattin Park, four miles distant from Tinahely, is the only residence the Earl Fitzwilliam has in this county. The park, which is situated on a fine bank clothed with oak, commands extensive views of the princely territory annexed to it. The mansion is a plain commodious structure, and is occupied by Mr. Challoner, his lordship's relative, and resident agent. Neither in the arrangement and keeping of the

grounds, nor in the style of the mansion, are there any of the concomitants of the baronial residence: the whole place is laid out and kept for the convenience of the local agent, and the occasional visits of his lordship.

The country around *Coolattin* is extremely varied—the hills rising upwards of 1,000 feet above the level of the sea. The park is separated from the extensive wood of *Tomnafinogue* by a narrow, verdant valley, watered by one of the tributaries of the *Green-Island* river—the stream which runs from *Tinahely* to *Shillelagh*, and falls into the *Derry* river, the bearer of the waters of the district to the *Slaney*, at *Newtownbarry*; while those of the eastern parts of the valley we have just travelled through, are carried to the *Aughrim* river by the *Derrywater*.

It is in this portion of the estate, the barony of *Shillelagh*, that many of those great improvements have taken place, which have tended so much to exalt the noble house of *Fitzwilliam* as landlords, and at the same time to raise the character of this district. These improvements are simply what every one can readily understand—the location and encouragement of a respectable class of practical farmers; and nowhere has the beneficial effects resulting from such a practice been more fully evinced than in the country around *Coolattin*. The comfortable farm-houses, with their accompanying trees, give this upland tract of country all the cheerfulness of some of the more favourite English localities.

The hamlet of *Shillelagh* is about a mile and a-half from *Coolattin*. The best road to it is through *Lord Fitzwilliam's* farm, to which we have just adverted. The only objects of interest are the handsome church,

lately erected by his lordship, and the romantic country around. The district of *Shillelagh* was formerly noted for its extent of oak forests, and the durability of its timber; now, except the old oaks in *Coolattin Park*, and in some of the adjoining woods, little but copsewood remains.

Carnew, which is three miles from *Coolattin*, consists principally of one main street, and beyond a little retail business, carries on no trade. It contains a comfortable inn, where post-horses can be obtained, a commodious church, and a place of worship for Wesleyan Methodists.

The old castle, which, in common with all our military castles, is popularly said to have been destroyed by *Cromwell*, was lately repaired by the proprietor, the *Earl Fitzwilliam*, and is now occupied by the rector.

In common with the district, the country around *Carnew* is hilly, and in some places, the surface attains to a considerable elevation. *Kildavin* hill, within three miles of the town, rises to 1,063 feet; and from its summit, extensive views of the improved country around *Carnew* can be readily obtained.

Carnew, and a large part of the country around, forms part of the estate of the *Earl Fitzwilliam*, and in no part of the south of Ireland are so many respectable farm-houses to be seen as around *Carnew*.

The style of the houses, with their accompanying offices, hedge-rows and trees, the size of the farms, and their management, will remind the traveller of many parts of England.

Among the farms we may enumerate *Tombrien*, *Upper Bullingate*, *Lower Bullingate*, *Hillbrook*, *Croney Horne*, *Ballyellis*, *Umrigar*, *Donishall*, *Coolboy House*, and *Kilcavin*.

No. 31.—DUBLIN TO CARNEW.

SECOND ROAD, BY GOREY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carnew.
Dublin,	—	—	68½
Gorey, as in No. 18,	—	58½	10½
Carnew,	10½	68½	—

Although this road increases the distance ten miles, as compared with the preceding, yet it is the most convenient way of reaching Carnew. To Gorey there are three public conveyances daily; and thence carriages can be readily hired. From Gorey to Carnew there is little to attract the notice of the traveller; this portion of the country, however, is comparatively improved, as the hedge-rows and square fields indicate, even to the most casual observer. At two miles

from Gorey, we cross the Bann river, near which there are several respectable farm-houses; and at this point, the Bann is augmented by the waters of the Lesk, another small rivulet along which our road proceeds to the hamlet of Crannford, from whence there are two roads to Carnew, equi-distant, and leading through a comparatively low and well-cultivated country; but the road generally travelled is that along the Lesk streamlet.

No. 32.—DUBLIN TO TINAHELY AND CARNEW.

THIRD ROAD, BY BALTINGLASS AND HACKETSTOWN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carnew.
Dublin,	—	—	60
Baltinglass, as in No. 22,	—	37	23
Hacketstown,	2½	45½	14½
Tinahely,	7	52½	7½
Carnew,	7½	60	—

At Baltinglass cars can be hired to the places given in our route. Baltinglass can also be reached by Athy, a station on the Irish South-Eastern railway, from which it is fifteen miles distant. The small village of Rathvilly is about four and a-half miles south of Baltinglass; and the remains of the large rath, from which it is named, is about a mile to the east of that village. About the same distance

from Rathvilly, on the west side, are the demesnes of *Richetstown* and *Beechy-park*, the former the residence of Mr. Whitty, the latter that of Mrs. Hutchinson. Two miles to the south is *Lisnevagh*, the seat of Mr. M'Clintock Bunbury, where a handsome Elizabethan house has been lately erected, and other extensive improvements effected. Two miles to the north of the village are the mound and church

ruins of Rahill—the former attaining to an elevation of 499 feet above the sea, is a remarkable feature. The pagan and monastic ruins on the east side of *Lisnevagh* we have briefly noticed in No. 22.

The country from Baltinglass to Hacketstown is somewhat similar in its nature to that lying between the former and Tullow. Hacketstown is a small village occupying an elevated site, and containing a church, R. C. chapel, and Methodist meeting-house. Near the village are *Kilmacart* and several small villas. From Eagle-hill, crowned with its rocky knoll, attaining to an elevation of 973 feet above the sea, and rising immediately over the village, an extensive prospect of the country for many miles around is commanded. From this hill, the mountains which sweep, in long array, from Baltinglass to Newtownbarry, and thence prolonged by the Mount

Leinster range to Brandon-hill, a chain of fifty-two miles, can be traced; the lesser granitic hills which lie along their base, and form such pleasing diversifications of surface, are seen; the intermediate and extensive tracts of arable and pastoral lands, which, alas! are in a state of comparative waste, though the means of drainage and other circumstances ancillary to improvement are at hand, are also evident; and, beyond the more proximate hills of Kildare and Carlow, extensive prospects of the country to the north and west are obtained.

At three miles from Hacketstown we enter the county of Wicklow, and also the mountain district, running thence to Tinahely through a rather monotonous mountain valley, whose sides rise to an elevation of 1,300 feet. From Tinahely to Carnew, see No. 30.

No. 33.—DUBLIN TO CASTLEDERMOT.

FIRST ROAD, BY NAAS AND KILCULLEN.

TABLE OF DISTANCES.

				Statute Miles.		
Stations.				Distance between Stations.	From Dublin.	From Castledermot.
Dublin,	.	.	.	—	—	44½
Rathcoole,	.	.	.	—	10	34½
Naas,	.	.	.	10	20	24½
Kilcullen,	.	.	.	7½	27½	17
Ballytore,	.	.	.	10	37½	7
Castledermot,	.	.	.	7	44½	—

There being no public coaches from Dublin to Naas, and the places in this route beyond it; and as all of them (*viz.* : Naas, Kilcullen, Ballitore, and Castledermot) are now generally reached by rail

as far as the following stations, where conveyances can be hired, the following tables will enable the tourist to avail himself of these, the more convenient, more comfortable, and quicker modes of conveyance.

DUBLIN TO NAAS, BY SALLINS.

				Statute Miles.		
Stations.				Distance between Stations.	From Dublin.	From Naas.
Dublin,	.	.	.	—	—	20
Sallins, by rail, as in No. 10, p. 76,	.	.	.	—	18	2
Naas by road,	.	.	.	2	20	—

DUBLIN TO KILCULLEN, BY NEWBRIDGE.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilcullen.
Dublin,	—	—	30½
Newbridge, by rail, as in No. 10, p. 76.	—	25½	5
Kilcullen, by road,	5	30½	—

DUBLIN TO BALLITORE, BY ATHY.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballitore.
Dublin,	—	—	52½
Athy, by rail, as in No.	—	44½	8
Ballitore, by road,	8	52½	—

DUBLIN TO CASTLEDERMOT, BY MAGENY.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Castledermot.
Dublin,	—	—	55
Mageny, by rail, as in No. 12,	—	51	4
Castledermot, by road,	4	55	—

Irrespective of the Great Southern and Western Railway and its branches, the road from Dublin to Naas may be considered as the main stem of the roads leading to the principal parts of Leinster, and nearly to all Munster; and, as regards soil and scenery, the country travelled through is not inferior to that of any other portion lying on this side of the metropolis.

Leaving town by Kilmainham and Richmond Barracks, the environs, which, in this direction, are less defined and improved than in the other outlets of the city, are soon cleared. We cross the Grand Canal, pass on the right the Golden-bridge cloth factory, and, on the left, various papermills, which are situated in the valley watered by the Slade. This streamlet issues from the glen of Saggart, and, after propelling various mills along its course, including those which we have just noticed, crossing our road several times, and watering numerous tan-yards, falls into the Liffey under the Royal Hospital of Kilmainham.

Drimnagh castle, which is near

the road leading to the straggling village of Crumlin, is here passed; and to the left of our road, on the high grounds, which connect with the more elevated lands lying around the villages of Tallaght and Saggart, are *Newlands* and *Belguard*; and, on the right, *Corkagh*, and several smaller villas.

From this to Naas, we have, on the south side of the road, the beautifully varied schistose hills which connect with the higher granitic mountains of Wicklow; and, on the north side, the vast limestone plain which occupies so large a portion of the centre of the kingdom.

The straggling village of Rathcoole, which is ten miles from Dublin, and through which our road runs, is situated at the junction of the hilly roads leading to the villages of Rathmore and Ballymore-Eustace, and other places lying among the intervening hills.

About half a mile to the south of Rathcoole are the hamlet and paper mills of Saggart, and about two miles to the north, is the village of Newcastle. Near the latter, and not far from the Grand Canal, which

runs through the adjacent flat, is *Castle Baggot*, the seat of Mr. Baggot.

Proceeding to Naas, *Athgoe House*, is passed on the right. It is situated on the rising grounds which connect with the hill of Castlewarden, the north side of which is adorned with the demesne of *Lyons*, the seat of Lord Cloncurry, noticed in No. 10, p. 78.

Before we reach the hamlet of Black-church, which is two and a-half miles from Rathcoole, we enter the county of Kildare, and pass, on the left, *Johnstown-Kennedy*, the seat of Sir Edward Kennedy, Bart. The demesne, from its situation among the hills, is not seen from the road. To the right is *Castlewarden*, the residence of Mr. Robinson. The country from the demesne of *Johnstown-Kennedy*, to the village of Johnstown, we have noticed in No. 10, p. 78. The latter, which is watered by the Morrell, one of the numerous streams that fall into the Liffey, is an appendage to *Palmerstown*, the fine seat of the Earl of Mayo. The clean appearance of the village, its school, its mills, and inn, are attractive.

Contiguous to Johnstown is *Kerdiffstown*, the residence of Mr. Hendrick; and to the south of the village, in the high and beautifully-diversified country which blends with the hills lying around Blessington, are the contiguous demesnes of *Fernace* and *Forenaghts*; the former the seat of Mr. Beauman, the latter that of Lady Wolfe. These places, from their elevation and varied surface, are remarkable features on this line of road. A mile and a-half south of Forenaghts are the hamlet, glebe, and church of Rathmore. The locality is very romantic, and the large rath, from its elevation, is a remarkable feature.

The town of Naas and the adjacent country, we have generally noticed under No. 9, page 75. On leaving Naas for Kilcullen, we pass, at two

miles, *Killashee*, Mr. Litton. In the demesne are a parish church and the remains of a round tower. The country on either side of the road is very fertile, and in many places much improved. Before we descend to the valley of the Liffey, in which Kilcullen is situated, we command a view, on the left, of *Harristown*, the fine seat of Mr. La Touche. This large demesne is beautifully situated in the rich valley which is watered by the Liffey in its progress from Pollaphuca to Kilcullen. In the demesne is Carnalway Church, and adjoining are several villas. *Stonebrook*, the seat of Mr. Henchy, lies between *Harristown* and the village of Ballymore-Eustace; and *Sallymount*, the seat of Mr. Roberts, adjoins *Harristown*, but on the opposite or left bank of the Liffey.

The small town of Kilcullen, or, as it is sometimes called, Kilcullen-bridge, to distinguish it from Old Kilcullen, which lies about two miles to the south, is pleasantly situated on the banks of the Liffey, here a fine river, winding beautifully through a deep fertile valley, and dividing the town into two nearly equal portions.

There are two inns, one at either side of the bridge; but the principal inn is the Red Lion, where post-horses and carriages can be obtained.

Castle-Martin, the seat of Mr. Carter, adjoins the town, and its plantations beautify the left bank of the Liffey for a considerable way downwards. In the demesne are the ruins of a small chapel, erected by the Fitzmartins, the original proprietors. A little above the town, and also on the banks of the Liffey, are the interesting ruins of New Abbey, founded in the fifteenth century for Franciscans, by Rowland Fitz-Eustace, whose tomb, and that of his lady, can still be traced. After the dissolution of the religious houses, the abbey and its lands were granted by Elizabeth to

Spenser, the poet. Close to New Abbey is the modern R. C. chapel, which was partly built by the stones of the abbey; and about a mile above the town, on the road leading to Dunlavin, is *Gilltown*, the seat of Mr. Borrowes.

Old Kilcullen is situated about two miles to the south of Kicullen-bridge, and is passed about half a mile to the right of the road, on our way to *Halverstown*. It occupies an elevated site, and was formerly a place of importance. A monastery was founded here early in the fifth century, and after the invasion of the English, a castle was built by the Fitzmartins, and the town strongly fortified with embattled walls and gates; it is now reduced to a small village, and all that remains to attest its antiquity is a fragment of the old monastery, some curiously sculptured stones, and the dilapidated stump of a round tower. These antiquities occupy the summit of the hill, and are surrounded by the burial-ground.

In the rebellion of 1798, the insurgents, who had assembled at Old Kilcullen in considerable numbers, were driven from it with great loss by General Dundas; and several thousands of them afterwards surrendered to him on the neighbouring hill of Dun-Aillinne, where they had occupied an entrenched camp. This hill is about a mile west from Old Kilcullen, and on its summit, which is six hundred feet in height, a circular entrenchment can still be traced.

A mile beyond Dun-Aillinne, on the road leading to Kildare, is *Ballysax House*, and at two miles, *Normanby Lodge*. Beyond these villas, and contiguous to the Curragh of Kildare, are *Jockey Hall*, *Turf Lodge*, *Maddenstown House*, *Lark Lodge*, and several other villas.

About half a mile from the cross-road, leading up to old Kilcullen, we reach *Halverstown*, the seat of Mr. Purcell; and a little further on

the right, *Calverstown*, that of Mr. Borrowes, remarkable from its young plantations, comfortable farm houses, and various other improvements. A mile from *Calverstown* is Bull-hill, which, though only rising five hundred and seventy-four feet above the sea, is a feature in the comparatively low country lying to the north and west of it. From Halverstown to Castledermot our road skirts, on the one hand, the low schistose hills of Kildare, which blend with the higher granite mountains of Wicklow; and on the other, runs along the edge of the great central plain, here partially broken by the low ridge of hills running from the neighbourhood of *Calverstown* to *Ballitore*, a distance of four and a-half miles.

At four and a-half miles from Halverstown, we reach the cotton factory of Inchaquire, and at a mile and a-half from that place, the village and inn of Ballitore. The small town of Ballitore lies about a quarter of a mile to the right, in the peaceful valley through which the Greese stream meanders. The Greese is one of the Barrow's numerous tributaries; and, on leaving Ballitore, it flows through *Behn*, once the seat of the Earls of Aldborough, and falls into that river about two miles below *Oak Park*. The valley in which Ballitore is situated, is bounded on the west by the hill of Mullamast, which attains an elevation of 563 feet, and on the east by the beautiful hills rising immediately behind the inn, and running on to the higher summits of Wicklow.

A number of the Society of Friends have located in the town of Ballitore, and carry on several branches of manufacture, including that of flour, for which there are large mills; and we need scarcely add, that habits of comfort and cleanliness are the concomitants of this locality.

Edmund Burke received the rudi-

ments of his education here; and Mary Leadbeater, author of "Cottage Dialogues," was a native and resident of this place.

Ballitore House, the residence of Captain Croker, and several neat villas, adjoin the town. About two miles east from the inn, encircled by the beautifully verdant hills which lie between Ballitore and the valley of the Slaney, are *Ballynure*, the seat of Mr. Carroll, and *Grangecon*, that of Mr. Mahony; and adjoining the latter is the hamlet of the Grange. *Rathsallagh*, the seat of Mr. Pennesfather, is about three miles from Ballitore, on the road leading to Dunlavin.

Proceeding from Ballitore to Castledermot, at a mile and a-half we reach the village of Timolin, where a monastery was founded by St. Moling, of Ferns, in the seventh century, and a castle built by the Lord of Norragh in the reign of King John. The church of Timolin adjoins the town, and the R. C. chapel is at Moone, which is about half a mile distant. Our road passes close to the hamlet and chapel of Moone on the left, and *Moone Abbey*, the residence of Mr. Yeates, on the right. This place takes its name from the Franciscan monastery, which was early founded here, and a portion of which still exists. A part of the castle, said to have been built by some of the early English adventurers, still stands in connexion with the present mansion. The Grease rivulet, which propels the machinery of a large flour-mill near the village of Moone, flows through the demesne.

Leaving Moone, we pass through *Belan*, once the seat of the Earls of Aldborough. Between two and three miles south-west from *Belan*, and on the great plain which runs thence to the valley of the Barrow, are the villas of *Milbrook* and *Kilkea Lodge*. Near the latter is *Kilkea Castle*, an ancient keep, lately

restored, and now the occasional residence of the Marquis of Kildare.

On the east side of *Belan*, and about two miles from the road, is *Davidstown*, the seat of Mr. Archbold. This place is romantically situated among the pastoral hills which unite with the mountains lying around Baltinglass.

From *Belan* to Castledermot, a distance of three miles, the road holds one continued straight line.

The small town of Castledermot is situated near the southern end of the county of Kildare. It contains a small inn, at which post-horses can be obtained, and some retail shops for the supply of the country immediately around. This place appears to have derived its name and origin from St. Diermit, who is stated to have founded an abbey here about 500; and also to have been the chief residence of the O'Tooles for many years. On the English invasion, the town, with other territories of the O'Tooles, were granted to Walter de Reddlesford, who built a castle and founded a priory; and, at the dissolution of religious houses, the priory and lands annexed thereto were granted to Sir Henry Harrington.

The town suffered much during the various insurrectionary wars that followed the English invasion; but the final demolition of the castle and ecclesiastical buildings was effected by the forces under Cromwell in 1650. The architectural fragments that remain to attest its former importance are still interesting. In the church-yard are the ancient round tower, several curious crosses, and a Norman arch, the remnants of a church built by the first English settlers; and on the opposite side of the street, adjoining the chapel, are the beautiful ruins of the Franciscan abbey church, and the chapel of St. Mary.

The town of Castledermot is wa-

tered by the Lear, a small stream which rises in the high grounds a little to the north of the town, and falls into the Barrow at Oak Park.

Beyond Castledermot, the general features and character of the country change. On the south and east it becomes more open: the Wicklow mountains trend away to the south, and the intervening hills are lower, fewer, and more scattered. On the west, the eye ranges over the vast flat tract that runs to the base of the sand-stone hills of the Queen's

County and Kilkenny, and which hills include the principal coal formations of this part of the country. Under various names they extend from the valley of the Barrow at Carlow to the valley of the Nore at Kilkenny, a distance of fourteen miles; their average breadth being about twelve miles, and their highest summits about 1,000 feet.

Between Castledermot and Carlow, a distance of six miles, the soil is poor; and the granite boulders are strewn about.

No. 34.—DUBLIN TO TULLOW.

SECOND ROAD, BY CARLOW.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tullow.
Dublin,	—	—	65
Carlow, by rail, as in No. 12,	—	55½	9½
Tullow,	9½	65	—

The intercourse between Dublin and Tullow is much more frequent by our first route, No. 22, than by rail to Carlow, the road being much more direct.

From Carlow to Tullow the traveller can proceed either by the

stage car or by a hired conveyance, which can be readily obtained at the former place. The country between Carlow and Tullow, we have noticed in connexion with the preceding roads and the town of Tullow, under No. 22.

No. 35.—DUBLIN TO NEW ROSS.

FIRST ROAD, BY BAGNALSTOWN, BORRIS, AND GLYNN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From New Ross.
Dublin,	—	—	90
Bagnalstown, by rail, as in No. 12,	—	66	24
Borris, by road,	8	74	16
Glynn,	7½	81½	8½
New Ross,	8½	90	—

From Bagnalstown there are public conveyances—Bianconi's Ross car passing near Borris on its way

to Ross, via Graignemanagh; and cars can be hired at Bagnalstown and Borris.

From Bagnalstown to Borris our road lies through a country varied, as regards its surface, and very inferior in its nature and aspect to the valley lying between Bagnalstown and Carlow. About three miles from Bagnalstown, we leave the limestone plain and enter the granite district, in which we continue until we reach the vicinity of New Ross.

At two miles from Bagnalstown, on the banks of the Barrow, the ruins of St. Bridget's Chapel are passed. The old and modern churches of Lorum are also passed about a mile to the left of our road. They are situated near the hill of Lorum, which attains to an elevation of 519 feet. About a mile and a-half to the east of Lorum church are the ruins of Ballyloughlin Castle, an old residence of the Kavanaghs. From this to Borris, the surface of the country is hilly and rocky, and considerably varied in its nature by the tracts of bog which are scattered throughout.

The demesne of *Borris*, the seat of Mr. Kavanagh, has been for many ages the residence of the senior representatives of Donald Kavanagh, natural son of Dermot M'Murrough the last King of Leinster, and is certainly entitled to rank among the finest of Irish residences, whether we view it in regard to its antiquity, the beauty of its situation, the style of the mansion, the extent, variety, and sylvan character of the park, or the magnificent scenery it commands.

It is beautifully situated on the left bank of the Barrow, and is also watered by the Dinan rivulet, one of the Barrow's tributaries. The house was altered some years ago, and now assumes the character of the English baronial mansion of the sixteenth century. From the house and various parts of the demesne most magnificent views of the steep acclivities of the Blackstairs and White Mountain are obtained.

The village of Borris, which at no very remote period was merely an appendage to the manor-house, is now a place of considerable extent. It consists of a single row of houses, three quarters of a mile in length, running parallel to the boundary of Mr. Kavanagh's demesne. In this extended line, are the chapel, national schools, and several neat cottages, the residences of the clergyman, surgeon, agent, schoolmaster; and opposite is a broad mall, shaded with venerable oaks, for the recreation of the inhabitants. In the chapel attached to the house of Borris, there is accommodation for the Protestant part of the population.

The country around is rugged, and in some instances romantic. The surface is considerably varied by the intervening tracts of peat, and by the detached rocky hills and granite boulders which are strewn around. In a chorographical point of view, we may remark that Borris is situated near the centre of the valley which lies along the base of Mount Leinster, one of the most remarkable ranges of mountains in this part of the kingdom, which we briefly noticed in No. 19.

The banks of the Barrow, from Borris to Ross, present many attractions. They are generally elevated, everywhere beautiful, and in many places well wooded. Being a navigable river, there are good paths along its margins. These extend upwards to Gore's-bridge, and downwards to St. Mullin's, where the navigation meets the tide-water. The more attractive parts of the scenery, however, will be noticed in connexion with the succeeding roads.

From Borris to Ross, for ten miles, our road lies through a very varied country as regards soil, surface, and scenery. The soil is rocky, interspersed with bog, and generally inferior; the surface is much varied by the hills which are scattered

around, by the high moorlands which lie along the base of the mountains, and by the numerous streams running down from the higher levels to the Barrow; and the scenery, though bleak, and in some places desolate, is yet highly interesting from the character and elevation of the mountains which limit the prospect on either hand.

At two and a-half miles from Borris, Clashganny-bridge and wood are reached; the former stretches across a small mountain stream, and the latter lies along the left bank of the Barrow. At three miles the cross roads of Coolnamara are passed, and at about six and a-half miles we reach the hamlet of Glynn. This hamlet which contains a large school, R. C. chapel, and police barrack, is romantically placed in a remote valley, which is watered by a mountain rivulet, falling into the Barrow under the church and abbey ruins of St. Mullin's. These interesting ruins, which are picturesquely situated on the left bank of the Barrow, a mile below Glynn, can be readily visited from this point. They derive their name from the monastery founded here by St. Mullin, about the middle of the seventh century; and although there is but little to attract notice in the ruined church, or in the fragments of the other buildings which are strewn around the well-tenanted cemetery, there is something very striking in their situation, rising as they do over the Barrow, and in the magnificent combination of river and mountain scenery around. The modern church stands in the burial ground, which has afforded sepulture to the family of Kavanagh for many generations; and the holy well, which is also within the hallowed precincts, is, as a place of penance, annually resorted to by great numbers of the peasantry.

We are fully aware of the beauty of this part of the Barrow, which is,

perhaps, not surpassed in the river scenery of Ireland; but according to our plan, the general description of this part of the Barrow falls under the succeeding road, which runs for a considerable distance along the opposite or right bank of this fine river.

Sweeping around the southern point of the White Mountain, we soon reach the hamlet, chapel, and cross-roads of Drummin, and at two and a-half miles from Glynn, we cross the Polmonty stream, and enter the county of Wexford.

About a mile from Polmonty-bridge, we leave the granite formation and enter that of the schistose rocks, in which we continue for the rest of our journey. The Polmonty stream, which is here influenced by the tide, and up which barges laden with coal and limestone for agricultural purposes, sail, falls into the Barrow about half a mile below the bridge.

Having left the mountain district, our road runs generally along the Barrow for the next four and a-half miles. Onward the country assumes a more cheerful and a more cultivated aspect; the opposite banks are more displayed, and stretch away in long inclined plains and smiling fields to the base of Brandon hill. We pass the demesne of *Ballyam* on our left, cross Anne's-bridge, which has been recently thrown over a mountain streamlet, here falling into the Barrow, and passing the demesne of *Macmurrough*, on which stood one of the castles of Dermot M'Murrough, King of Leinster, we soon reach the wooden bridge of Mount Garrett.

This bridge, which here serves to connect the counties of Kilkenny and Wexford, and is the only pass over the Barrow between this point and the town of Graig we leave to the right. Here the river banks, on the Wexford side, which rise to a considerable elevation, are adorned by the trees of the villas of

Woodville, Mr. Tottenham, and of *Rosemount*. On the Kilkenny side a considerable tract of flat land lies along the river's edge; and though the lands above it are elevated, and comparatively well cultivated, they present no particular attractions.

At Mount Garrett bridge, we leave for a short time the river, and for about half a mile ascend the road, rising from it at a tolerably easy rate. At the summit of the hill we pass, on the left, the ruins of the keep of the castle of Mount Garrett, once a residence of the Butlers, and from this point to Ross along the most beautiful approach of which any town in Ireland can boast. This road, while it rises high over the steep river bank, which is partially covered with copsewood, maintains its level, and commands prolonged reaches of the magnificent river, now augmented by the Nore.

It is stated that Ross was founded by Isabella, daughter of Strongbow, and consort of the Earl of Pembroke. From its position on the Barrow, and the fertile country by which it is surrounded, it soon became a place of importance, and consequently a scene of contention among the feudal chiefs of that period. To secure the town from predatory incursions, the inhabitants, in 1269, surrounded it by an embattled wall, of which two gates and some other portions still remain; and from that period down to the final demolition of the fortifications by Cromwell, in 1649, it appears to have suffered greatly from repeated sackings and burnings.

In the disturbances of 1798, Ross was the scene of a sanguinary conflict between the king's troops and the insurgents, in which the latter, after ten hours' hard fighting, were defeated with great slaughter. Lord Mountjoy, who commanded the county of Dublin militia, was killed during the engagement.

The more remarkable vestiges of the ancient buildings are part of the chancel and transept of the old church, some of the town walls, and two of the gates.

Ross is beautifully situated on the estuary of the Barrow, here a fine, deep, winding river, up which, at high water, vessels of five hundred tons burden can sail. The estuary, which now contains the united waters of the rivers Nore and Barrow, retains the name of the latter till it meets the estuary of the Suir, at Cheek-point, ten miles below the town; below which the arm of the sea is called the Waterford harbour. Two miles above the town, the Barrow and the Nore unite, and thence the estuary of the latter runs up to Innistigue, a distance of six miles; and the estuary of the former extends to St. Mullin's, which is about an equal distance; and up to these points, vessels of considerable burden can sail.

The earlier built parts of Ross are situated on the steep acclivities of the river bank, and present all that irregularity, difficulty of access, and absence of every thing appertaining to cleanliness and comfort, which are common to the older towns. The modern parts, which occupy the strip of comparatively flat land lying along the left bank of the river, are laid out in regular streets, and with some regard to convenience and comfort; and in these streets, which generally run parallel to the river, the principal business is carried on. In the older parts, and in the long straggling suburbs to the east of the town, which are chiefly occupied by the poorer classes, all that wretchedness and misery so prevalent in our larger towns are exhibited to a fearful extent.

The Protestant places of worship are the church of St. Mary's, conspicuously situated on the side of the hill, and on the site of the old conventual church of St. Saviour's; a chapel of ease; with meeting-houses

for Methodists, Independents, Quakers, and Presbyterians, which are situated in different parts of the town. The principal Roman Catholic chapel is a large, conspicuous building, near St. Mary's church, and there is also a chapel connected with the Augustinian friary. The Carmelite nunnery occupies an elevated site in the higher parts of the town.

There are various schools, endowed, private, parochial, and national, and several small charitable institutions—one of them for the support of fourteen poor women, incorporated since the reign of Elizabeth. There are also a fever hospital, infirmary, and dispensary, supported partly by bequests, donations, and grand jury presentments—several loan and other societies for the promotion of industry; and, we may add, that the first temperance society in this country was formed here in 1829, solely by the minister of the Independent congregation, the Rev. G. W. Carr. There is also a small cavalry barrack, a commodious corn-market, and the union workhouse, which is conspicuously situated on the higher grounds rising over the town.

Ross, which returns a member to the Imperial Parliament, is governed by a mayor, recorder, and several other officers, who transact their business in the court-house, a plain building, erected in 1810, at the angle formed by two of the principal streets. The sessions for the district are held in the sessions-house lately built; and connected with these courts is a small bridewell.

Surrounded by a fertile country, and situated on the estuary of the Barrow, up which vessels of 500 tons burden can sail, and connected with Dublin and the interior of the country by the railways to Thomastown, the Barrow navigation and the Grand Canal, Ross is admirably circumstanced for trade. Yet, with all these advantages, it has never

risen to any commercial importance; and even now it is little more than an outport to Waterford. The shipping is, however, increasing, and there are now several vessels of considerable size belonging to the port; and, in addition to the numerous barges engaged in the transit trade to Waterford, there are two steamers for passengers and goods daily between Ross and that town.

The quay is of considerable extent. The principal export trade is in grain, live stock, bacon, and butter. The imports are timber, slates, iron, coal, culm, and other articles in general demand; and to these may be added limestone for building and agricultural purposes, which is chiefly carried in barges from the quarries on the banks of the Suir. A good deal of salmon is taken in the river, but from the irregular manner in which the fishing is carried on, it is neither profitable nor useful, nor has it assumed any thing like the appearance of a regular trade.

The retail business is very limited, owing to the want of capital and commercial enterprise among the traders, and also, in some degree, to the facility of intercourse with Waterford. The bank of Ireland, Provincial and National banks, have offices in the town; and at Shanahan's hotel good post-horses and carriages can always be obtained.

Ross is connected with the village of Rosbercon, which is on the opposite, or Kilkenny side of the Barrow, by a wooden bridge of 358 feet in length, and a causeway of 150 feet. Rosbercon, which is now a suburb of Ross, is a place of considerable antiquity, and at one time possessed its charter, with independent rights and privileges. The ruins of the abbey, founded in 1267, are picturesque, comprising the tower of the church, and a part of the south wall of the aisle. Being a distinct parish, Rosbercon contains its church, chapel, and schools.

There are here a distillery, tan-yard, and a large police barrack. The navigation of the river is maintained by a small draw-bridge in the centre of the large structure.

The country around Ross is in many places interesting, particularly below the town, and along the left bank of the estuary of the Barrow. Tidal rivers, however pleasing in their general effects, yet want all the charms of running waters. At certain distances, in connexion with other scenery, and when viewed in ample breadth, with high banks and in long and graceful windings, as they appear above and below Ross, they are highly attractive; but still they are devoid of that interest, that delight, which, on a nearer approach, is always experienced from the flowing stream whose waters, however varied the volume or the rate of motion, flow ceaselessly on to the main.

Immediately below the town, on the left bank of the river is *Oaklands*, the beautifully-situated residence of Mr. Tyndall; and at two miles, *Stokestown*, the seat of Mr. Deane. The former, from its well-grown timber, adds much to the appearance of the town; and the latter, from the extent of its woods, adorns a considerable extent of the river banks. At two miles on the right bank is *Annagh*, the seat of Mr. Sweetman. About a mile from the town, in the beautiful glen through which the new road from Ross to Wexford runs, is *Maryville*, the residence of Mr. Talbot; and at two miles *Talbot Hall*, the seat of Sir Thomas Redington, Bart. This place, from its elevated site, commands an extensive view of the beautifully-varied country lying around.

From the heights in and around the town, good views are obtained of the river and the country connected with Ross. The town, however, is better seen from the bank above the village of Rosbercon, on

the opposite side of the river; and from the new road leading to Waterford, which keeps along the right bank of the river for nearly two and a-half miles, the town, the river, and the opposite bank, adorned with the woods of *Stokestown* and *Oaklands*, are certainly seen in their most interesting points of view. The formation of the road itself adds to the interest of the general scenery; for a considerable distance it has been cut out of the clay-slate rocks, which boldly project to the water's edge. But from no part of the vicinity of Ross are the meanderings of the deep and winding Barrow seen to more advantage than from the new road leading from the town to Mount Garrett bridge.

Should the tourist proceed from New Ross to Waterford, he may either sail down the river by steamer, or cross the country by the mail and other cars running from Wexford to Waterford, a distance of 15 miles. Should neither of these conveyances, in regard to time, suit his movements, he can readily obtain a conveyance at Shanahan's inn, where good post-horses and carriages are always ready.

If he proceeds across the country, he will enter the county of Kilkenny on crossing the wooden bridge, and keep along the line of road lately made, the first and most interesting portion of which we have noticed in describing the vicinity of Ross. From the point where the new road leaves the river, it runs through a succession of valleys to avoid the steep ascents on the old line. There are no gentlemen's residences immediately in connexion with the remainder of this line of road, nor does the country, though beautifully varied as regards its surface, present any very attractive features. It consists of a succession of hill and dale, which stretch from what are locally known as the Welsh Mountains, northward, to the

estuary of the Nore; the Welsh Mountains being the high ridge of cultivated lands which reach from Ross to the village of Mullinavat, including in their range, the remarkable conical summit of Tory Hill, noticed in No. 12. In common with all this district of country, in the part here travelled through, a very imperfect system of husbandry is followed, if we except that branch of rural economy, the breeding and feeding of pigs, in which the farmers of this part of the country excel.

At two and a-half miles from Waterford, the village and chapel of Slieve Roe are reached; and thence, passing the villas of *Belle-mont*, *New Park*, &c., noticed in our description of the environs of Waterford, and running through the suburb of Ferrybank, we reach the bridge leading to that city.

From Ross to Waterford, by the river, is about sixteen miles; and the steamer runs down in about two hours. Along the whole line the scenery is beautiful, and at the confluence of the estuaries of the Suir and Barrow, it is imposing. The parts immediately connected with the towns of Ross and Waterford we have already noticed, and we shall now glance at the intermediate objects of interest.

The river separates the counties of Kilkenny and Wexford until it meets the estuary of the Suir, where it separates the counties of Kilkenny

and Waterford. On passing the woods of *Oaklands* and *Stokestown* on the left, and *Annaghs* on the right; the river banks on the left are adorned by the plantations of *Killoean* and *Piltown*, the seats of Messrs. Glascott. Slieve Coiltia, which attains to an elevation of 888 feet above the sea, here forms a magnificent background to the scenery on the Wexford side of the river, and a very remarkable feature in this part of the country. On rounding the headland of Cheek-point, we leave the demesne of *Kilmanock*, and the ruins of Dunbrody abbey to the right. They are situated on the banks of a narrow creek of the estuary, which runs about a mile into the country, up to the hamlet of Campile, where it receives two small streams. These fine ruins we have noticed more at length in No. 45.

Before reaching Cheek Point, we pass, on the right or Kilkenny side of the river, *Ringville*, the delightfully situated residence of Sir Thomas Esmonde, Bart., and near it the ruins of Ballinlaw castle. *Garraunbaun Rock*, *Snow Hill House*, all noticed in the description of the environs of Waterford, follow; and on the left, or Waterford side, a little above Cheek Point, are *Faithleg House*, *Woodlawn*, and *Ballycanvan*, also noticed as above, as are also all the places above *Snow Hill*, on the Kilkenny side of the river, viz., *Glass House*, *Bellevue*, &c. &c.

No. 36.—DUBLIN TO NEW ROSS.

SECOND ROAD, BY BAGNALSTOWN, GRAIGUENAMANAGH AND THE ROWER.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From New Ross.
Dublin,	—	—	90½
Bagnalstown, by rail, as in No. 12,	—	66	24½
Borris, by road,	8	74	16½
Graiguenamanagh,	5½	79½	11½
The Rower,	6½	86	4½
New Ross,	4½	90½	—

THIRD ROAD, BY GOWRAN AND GRAIGUENAMANAGH.

Dublin,	—	—	96½
Gowran, by rail, as in No. 12,	—	74½	22½
Graiguenamanagh, by road,	11	85½	11½
The Rower,	6½	92	4½
New Ross,	4½	96½	—

One of Bianconi's cars runs daily to and from Ross and Bagnalstown by No. 85, in connexion with the railway; and cars can also be hired at Bagnalstown and Borris.

Graiguenamanagh, or, as it is often called, Graig, is one of the most beautifully-situated small towns in this part of the kingdom, and, as such, did not escape the notice of the Anglo-Normans, who, so early as 1212, under the auspices of the Earl of Pembroke, founded an abbey for Cistercian monks, the venerable and interesting ruins of which still remain, a part of them having been fitted up as the R. C. chapel. The town is delightfully placed on the right bank of the Barrow, and almost environed by the hills which unite with Brandon, whose domical summit rises 1,694 feet above the level of the sea.

Like Gore's-bridge, Graig is on the confines of the county of Kilkenney; the village of Tinnahinch, on the opposite side of the river, being in the county of Carlow.

Like the generality of our small towns, the dwellings, which are

generally of an inferior description, have been huddled together without the least regard to order or convenience; and like them, also, furnishes its quota of unemployed poor. It has good weekly markets, carries on a considerable retail trade, and is much benefited by being a station on the Barrow navigation; and from the streams which run through it, is well suited to improvement either in trade or commerce. There are several schools in the town; the little church tops the neighbouring hill; the R. C. chapel occupies the transept of the ancient Cistercian abbey; the ruined castle of Tinnahinch, once a seat of the Butlers, is prettily situated on the left bank of the river; and *Brandondale*, the beautiful seat of Mr. Burtchaell, which occupies a fine site on the northern acclivities of Brandon hill, commands views of the town, the prolonged and lovely windings of the Barrow, the picturesque country on either side of its banks, and the whole of the Mount Leinster and Blackstairs range of mountains.

Brandon hill is easy of ascent; and from its acclivities and summit a correct idea can be readily formed of the outlines of this most beautiful but little known part of the country. The top of the hill can be gained in several ways; but perhaps the easiest mode is by the traversing roads lately formed through the young plantations of the proprietor, the Viscount Clifden, which occupy a considerable extent of its northern slopes; and to reach these roads, the traveller passes through a very considerable portion of beautiful hilly country, lying between Graig, Innistiogue, and Thomastown.

The views from Brandon hill embrace a wide expanse of the undulating country lying around, and of the lower hills which, in the distance, seem to unite with it; of the finely varied tract along its base; of the town of Graig, and of the valley and windings of the Barrow. Along the left bank, or Carlow side of the river, the towing-path of the Barrow navigation, as far as St. Mullin's, being the point where the navigation meets the tide-water, forms a delightful walk. The scenery, too, is heightened by the woods of Mr. Kavanagh, which cover the river-banks for a considerable distance. The church ruins of St. Mullin's we have noticed in the preceding road; and we shall glance at the right bank of the Barrow from the more elevated parts of the road leading from Graig to Ross. Before leaving Graig, however, we may observe, that the finer part of the estuary of the Barrow, that is,

from St. Mullin's downwards for about four miles, and along which there are no roads, can be readily seen by boat; and as regards scenery it is the finest part of the Barrow.

The hills of Coppengagh are remarkable features in the scenery of this part of the country, separating the district to the west of Graig from the great limestone plain which lies around the city of Kilkenny.

The road from Graig to Ross lies along the eastern acclivities of Brandon hill, and, from the more elevated parts, affords fine views of the beautiful valley through which the deep and winding Barrow softly flows—of the steep acclivities of Mount Leinster and Blackstairs mountains on the one hand, and of the more gentle slopes of Brandon hill on the other. The finer parts of the river scenery, however, can only be seen by walking down to the ruins of Coolhill Castle, which are romantically situated on the precipitous banks of the river. They are carefully preserved by the proprietor of the estate, W. F. Tighe, Esq., and the lands around them are adorned by his plantations. Our road runs through the above plantations for a considerable distance before it reaches the small village of the Rower, which is situated on an elevated tract of good land, and contains a small church, rectory, and R. C. chapel. At a mile and a-half from the village of the Rower, we pass *Ringwood*, Mr. Chapman, and crossing the Barrow at Mount Garrett bridge, proceed to Ross, as in the last road.

No. 37.—DUBLIN TO NEW ROSS.

THIRD ROAD, BY THOMASTOWN AND INNISTIOGUE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From New Ross.
Dublin,	—	—	107½
Thomastown station, by Rail, as in No. 12,	—	92	15½
Innistogue, by Road,	6½	98½	9½
New Ross,	9½	107½	—

From Thomastown to New Ross an omnibus runs in connexion with the railway, and at both towns post-horses and carriages can always be obtained.

Thomastown and its vicinity we have noticed in No. 12. Our course now lies along the banks of the Nore for at least seven miles; and from the confluence of the King's River, which is a little above Mount Juliet, to the confluence of the Barrow, which is near Ross, is certainly the finest part of this river.

Mr. Young, in his tour through Ireland, has expatiated on the charms of this ride; and it is justly said by Mr. Tighe, in his survey of the county of Kilkenny, that the whole course of the river, from Mount Juliet to Ross, by Thomastown and Innistogue, presents picturesque scenery, varied by ruined castles and abbeys, by rocks that turn the course of the river, by green meadows that skirt its banks, and by steep hills clothed in foliage.

The valley of the Nore, from Thomastown to Ross, is bounded on the east by the chain of hills connecting with Brandon, which limits the basin-shaped valley in which is situated the town of Graig; and, on the west, by the frontier lines of the hills which run southerly from Ballyhale to Ross, and westerly from the Nore to the high valley along which the railroad from Ballyhale to Waterford is carried.

Innistogue and Woodstock we have

noticed in connexion with Thomastown, No. 12, p. 119, and we may here remark that *Coolmore*, the beautifully-situated residence of Mr. Connellan, and *Ballyduff*, Mr. Langrishe, are situated a little above *Woodstock*, on the right bank of the Nore.

A little below *Woodstock*, and on the same side of the river, are *Brownsford House*, the ruins of Brownsford Castle; and opposite to *Brownsford*, on the left side of the river, are the ruins of Clonamery Castle and church. Below these ruins, the right bank of the river is in several places rocky and steep; and those precipitous cliffs being covered with trees, have a very striking effect. To see those more interesting points, however, it will be necessary to pursue the beautiful walks through *Woodstock* along the river's edge.

As in all the more hilly parts of the clay-slate districts, the soil is here, except in the lower levels, very inferior; but still the traveller will be glad to see the efforts that are now being made in the improvement of the country as he proceeds to Ross.

The tide comes up to Innistogue, and vessels of a hundred tons burthen sail up to the town. On leaving Innistogue for Ross, we cross the Nore by a bridge of ten arches, and keep generally along the left bank of the river for the next two miles; and it is from this part of the road that the best views of *Woodstock* are obtained.

The road from Innistiogue to *Ringwood* runs by the chapel of Clodiagh, keeping near the base of the high hills that unite with Brandon, leaving the cottage of *Allensdale*, which is romantically situated in the pretty little glen through which the Clodiagh stream finds its way to the Nore, and *Bullynabarney*, the seat of Mr. Bolger, and *Russelstown*, a little to the right.

From Clodiagh chapel, the country, though varied as regards the state of its surface and the nature of its soil, offers but little to attract particular notice. At *Ringwood Demesne* which is about seven miles

from Innistiogue, we join the road from Graig, as in No. 35, and proceed by Mount Garrett bridge to Ross.

We may remark that there is a road from Innistiogue to Ross on the right side of the river. It keeps the upper side of *Woodstock*, and is very hilly—passes through the hamlet of Ballyneale, near which are Dysartmoon church ruins, and *Ballyneale*, the residence of Mr. Cook; it also runs through Rosbercon before reaching New Ross. It is nine miles in length, and, as the road is very elevated, it affords good views of the surrounding country.

No. 38.—DUBLIN TO NEW ROSS.

FOURTH ROAD, BY ENNISCORTHY AND CLONROCHE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From New Ross.
Dublin,	—	—	96½
Enniscorthy, as in No. 18, .	—	77	19½
Clonroche,	8	85	11½
Ross,	11½	96½	—

Enniscorthy may be reached by either Nos. 18 or 19: we have assumed No. 18 being the road, at least in summer, generally travelled by tourists.

Few now travel this road, nor are there any public conveyances; but at the hotel in Enniscorthy good post cars and chaises can be hired.

From Enniscorthy to New Ross the soil is, generally speaking, inferior; and with the exception of the few demesnes we meet with, the farms are small and badly cultivated. The surface is considerably varied; and in various places the hills which are scattered throughout the district range in their elevation from 400 to 600 feet. The fields are small, and the fences, which are composed of earthen banks or dry stone-walls, are covered with furze.

Except in connexion with the gentlemen's residences, and a few trees immediately around the small farm-houses, there is no planting, and there are few thorn fences to be seen—the furze being almost everywhere substituted, at least by the farmers. This mode of fencing prevails to a great extent throughout the counties of Wexford, Waterford, Kilkenny, and Cork—forms almost the only shelter—in many places the fuel; and in winter the young shoots are bruised and given to horses. The furze-hedges being allowed to attain to a considerable height before they are cut down, when in flower serve to beautify the country; but, unfortunately, all the uplands of Wexford, which are generally light, shingly, and incumbent on the clay-slate, are

naturally prone to the growth of furze, and this tendency, increased by the seeds from the hedges, greatly injures the soil.

On leaving Enniscorthy, we cross the Urrin stream, and soon reach *Broomfield*, the villa of Mr. Farmer. To the right of *Broomfield* are Dunsinane church, *Daphne*, and several small villas; and on the same side, on the cross-road leading to Killane, and in the valley which is watered by the Urrin, are the village of Forge, Fair-field flour-mills, and *Monart House*, the seat of Mrs. Cookman.

From this to the small village of Clonroche, we have little to notice in addition to our general description of this part of the country. About two miles to the west of the village is *Castleboro*, the fine seat of Lord Carew, noticed in No. 19.

The bleak country around Clonroche is a little diversified by the low hills of Killigney and Ballagh. At about five miles from Clonroche,

Palace, the residence of Mr. Harman, is passed; and nearly opposite to it is *Robinstown*. Lacken-hill, which rises to a height of 629 feet, the highest and most remarkable of the summits lying between Enniscorthy and New Ross, is passed on the left, at eight miles from Clonroche; and, on the right, *Berkeley*, the seat of Mr. Dean. At this point the new road, leading to the line lately formed along the banks of the Barrow, branches off. This branch was made to avoid the steep ascents on the road we are travelling, but as it makes a considerable *detour*, is only used by heavily-laden vehicles. We may notice that it is much used by farmers in drawing lime from the Barrow for agricultural purposes. On passing Lacken-hill, we leave *Newtown* to the left; and at two miles from the cross-roads leading to *Berkeley*, we reach Maudlin's bridge, and enter the suburbs of New Ross.

No. 39.—DUBLIN TO NEW ROSS.

FIFTH ROAD, BY TALLOW, BORRIS, AND GRAIGUENAMANAGH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From New Ross.
Dublin,	—	—	84
Tallow, as in No. 22,	—	48	36
Ballon,	5½	53½	30½
Myshall,	4	57½	26½
Borris,	10½	67½	16½
Graiguenamanagh,	5½	72½	11½
New Ross,	11½	84	—

This is the nearest, though not the most convenient way of reaching Borris, and cars can always be obtained at Tallow, the point where the public conveyances at present terminate.

From Tallow to the small village of Ballon, we have little to remark

in addition to the notices made in connexion with the former, in No. 22. The village contains a chapel, and the ruins of an ancient church. Adjacent to the village of Ballon is a hill which takes its name, and rising to the height of 427 feet, affords a view of Mount Leinster, and of the

long, dreary plain lying along its base, of the country around, and of the flat uninteresting tract through which the remainder of our road lies. The soil of this district is very variable, consisting of alternate tracts of peat, marsh, and good land; and the granite boulders, particularly along the base of the mountain, are strewn about. In some places it is rich—in others rocky and boggy, and generally very wet and heavy along the base of Mount Leinster.

As we proceed from Ballon to Borris, we pass the small village of Myshall. This village, with its church, chapel, and glebe-house, is romantically situated on the side of the hills which stretch along and connect with Mount Leinster; and from its elevated site is distinctly seen. It is about a mile to the left of our road, and backed by several summits which attain to a very considerable elevation. Generally, the western acclivities of Mount Leinster, which are here presented to our view, are highly diversified.

Adjoining the village is *Myshall Lodge*, Mr. Brady; and near it is

Hollybrook House. At about three miles from Myshall, we also pass on the right, the hamlet of Fenagh, near which are the residences of *Ballydarton House*, *Luncloon House*, *Kilconnor*, and *Janeville*. There are also *Upton*, *Clonsfert*, and *Clonmore*. The site of the hamlet of Fenagh, from its elevation, and the extent of plantations connected with the different demesnes which adjoin it, is well marked out in the country.

From the neighbourhood of Fenagh to Borris, the country presents the same varied character—bog, rock, and good soil, following each other in constant alternations. In several places the roads too are irregular and narrow; but better lines are in progress. The monotony and dreariness of this part of the country, however, is somewhat relieved by the hills which are scattered throughout; some of them rising to a considerable elevation; and by the finely-varied outlines of Mount Leinster, and Blackstairs, and the dells, ravines, and summits, into which their acclivities are broken.

No. 40.—DUBLIN TO CARNSORE POINT.

BY WEXFORD, KILLINICK, AND BROADWAY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carnsore Point.
Dublin,	—	—	105
Wexford, as in No. 18,	—	91½	13½
Killinick,	6	97½	7½
Broadway,	4	101½	3½
Carnsore,	8½	105	—

There are no public conveyances beyond Wexford, but excellent cars and post-chaises can be hired at White's hotel.

The district of country lying between the hills of Forth and the sea, bounded on the east by Wexford bay, and on the west by the bay of

Bannow, is comprehended under the county divisions of the baronies of Forth and Bargo. It contains some of the richest lands in the county of Wexford, and is occupied by a comparatively industrious and comfortable tenantry. It is generally flat, possesses few striking features, but is historically interesting, as the country in which the Anglo-Normans made their first hostile landing.

The remains of the numerous castles and churches founded by those triumphant invaders are to be met with all over the district. The churches appear to have been generally small and of rude workmanship. The castles appear to have been nearly all of the same character; a single tower at the corner of a square battlemented court-yard.

Carnsore is the most south-easterly point in the kingdom; and the villages of Killinick and Broadway lie between it and Wexford.

As far as Killinick, the road keeps generally within half a mile of the shore, and on clearing the suburbs of Wexford, and passing through the limestone tract here lying between the quartz and schistose strata; at two and a-half miles from Wexford we pass the villas of *Hermitage* and *Summerseat*, and at four miles, also on the shore, *Grange House*.

Killinick is a small village situated near the head of Wexford Harbour, and on the road leading to the peninsula of Rosslare. The church adjoins the village, and at half a mile are the ruins of Ballyrane Castle.

The peninsula of Rosslare projects about five miles from the mainland; three miles of the extreme point, which is very narrow, is a rabbit-warren and composed of sheer sand. It forms the southern boundary of Wexford Harbour, and is interesting from its position, and the singular nature of its formation. The relative bearings to the opposite or

Raven point we have referred to in our brief notice of the harbour of Wexford. The first two miles of the peninsula are about a mile in breadth, and this portion is well inhabited; and among the dwellings are several neat cottages and *Rosslare House*, the seat of the proprietor, Mr. Boyd. Near the commencement of the rabbit-warren, or narrow part of the peninsula, are a grave-yard and the ruins of St. Braagh's chapel. We may observe, that there are the remains of many small churches along this part of the coast. Adjoining the new church of Rathmacnee, which is a mile and a-half north-west of Killinick, is the ancient castle of Rathmacnee, one of the most perfect of the numerous old castellated structures which are scattered throughout this district.

At two miles from Killinick, the road branching off to Tagout, is reached. The village, which is situated near the shore, contains a chapel and the ruins of a small church. *Hill Castle* is close to the road, and a conspicuous feature from the elevated site it occupies.

The small village of Broadway is situated near the head of Lady's Island Lake, around which there is a very fertile tract of land. Lady's Island Lake is a small arm of the sea running up into the land for about two miles, and is about half a mile in breadth.

It contains two small islets, Inish and Lady's Island. In the latter are the ruins of a castle built by Milo de Lamporte (ancestor of the Lamberts of this country), one of the Anglo-Normans, and which was destroyed by Cromwell. About two miles north-east from Broadway, on the road to Grenore Point, are the houses of *Ballycrannigan* and *Ballyhire*; and at a mile and a-half due east, *Ballytrent*, the residence of Mr. Talbot.

As we proceed to Carnsore Point, we pass, on the left, *St. Margaret's*, the residence of Mr. Nunn. This

place is situated near the shore, and like all the demesnes on this part of the coast, is so much exposed to the influence of the sea storms, that it is with great difficulty trees can be got up, even a few feet above the surface. Close to the road is *Castlepalliser*, and at a little distance, towards the shore, are the coast-guard station and house of *Carn*, Mr. Howlin. At two miles from Broadway, the hamlet of Churchtown is reached, and at three miles, Carnsore Point.

From Grenore Point to Carnsore Point, a distance of five miles, the shore presents alternations of rock and sand; the headlands do not attain to a great elevation, still they are sufficient to break the heavy billows that roll in against them. From Carnsore Point to Crossfarnogue Point, a distance of ten miles, there is a sand-bank of seven miles in length, unbroken save by two narrow inlets, which admit the run of the tide-water to and from the sea lakes of Lady's Island and Tacumshin; and from Crossfarnogue Point westwards another unbroken bank of sand of six miles in length, and about half a mile in breadth, limits Ballyteige lough, another arm of the sea of about six miles in length, running parallel to the line of coast, where an extensive and valuable tract of land has been lately won from the influence of the tidal waters. These sand-banks, or dunes, present a high wavy surface; are partially covered with the sea-bent, (*arundo arenaria*,) which serves to bind the loose sands; and they are tenanted solely by rabbits. Sea-

wards, the eye ranges over an illimitable expanse of ocean, unbroken save by the Tuscar rocks on the east and the Saltee isles on the west: and inland, though the country is very fertile and well tenanted, it is flat, monotonous, and even dreary. From its situation on the coast, and from the prevailing flatness of its surface, the sea breeze sweeps along it to the prevention of the growth of timber, but not to the injury of general husbandry. It is, however, melancholy to see a district so benefited by nature, and which has enjoyed such a long repose from predial and political strife, so far behind, as it really is, in those matters which constitute the basis of all territorial improvements, namely, farm-roads and drainage. Even the demesnes which we have noticed, between Carnsore Point and Wexford, are, in their extent, as compared to those in other parts of the country, mere specks on the surface.

Near Carnsore Point are the humble ruins of St. Vogue's chapel, and near the headland of Crossfintan, which is about two miles northwards, are the glebe-house and church of Churchtown. The Tuscar rocks are about five miles south-east of Glenore Point. They consist of four distinct masses of rock, on one of which, in 1815, a lighthouse was erected, and well designated the mariner's guiding star to the Irish Channel. It is a revolving light of various colours, consisting of twenty-one argand lamps, and is seen far along the line of coast.

No. 41.—DUBLIN TO CARRIGG.

FIRST ROAD, BY WEXFORD AND DUNCORMICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carrigg.
Dublin,	—	—	107½
Wexford, as in No. 18,	—	91½	16
Duncormick,	12½	103¾	3½
Carrigg,	3½	107½	—

Carrigg is a small but neat village in the parish of Bannow, and barony of Bargy, which we have selected as the most prominent point in that remote locality.

Our road leaves Wexford by *Cromwell's Fort*, passes over the high grounds in that neighbourhood, which afford the traveller good views of the country around, and at three miles from the town, reaches *Johnstown Castle*, the seat of Mr. Grogan Morgan. This structure, now one of the finest castellated edifices in the south of Ireland, was originally one of the strongholds of the Anglo-Normans. The ancient keep, with many of its subsequent additions, have been encased in the modern building, which, exteriorly as well as interiorly, has been fitted up in corresponding styles of baronial elegance. The grounds around the castle and in the park have also been appropriately arranged. The road passes through the demesne, and affords views of the deer-park, on the one hand, and of the castle and the extensive pleasure-grounds around it on the other. The soil of this district being of the same flat, deep, and rich nature as that part of the country through which the road from Wexford to Carnsore Point runs, and the culture also similar, we have no additional remarks on these heads to offer.

On leaving *Johnstown Castle*, we pass *Sledagh*, and at eight miles from Wexford reach *Bride's Well*, and at nine miles the cross-roads

of Baldwinstown. The village of Bridgetown, with its small church, glebe-house, and ruined castle, lies about a mile to the east of the cross-roads, and the hamlet of Bargy, with its ruined castle, is about three miles in the same direction.

Three miles from the cross-roads of Baldwinstown we reach the village of Duncormick, with its small church and ruined castle. The church occupies an elevated site, and from the grave-yard an extensive view is obtained of the flat country around. The village is situated on a small creek that runs up from Ballyteige lough. At three and a-half miles from Duncormick, we reach the village of Carrigg, which occupies the summit of one of the gently-swelling hills which diversify this part of the barony of Bargy; and the village chapel is, from its elevation, a remarkable object for many miles around. The church is close to the village, and near it is *Bannow House*, the seat of Mr. Boyse, the principal proprietor of this immediate district. A large mansion has lately been erected here, extensive plantations made, and the demesne enlarged by the addition of the adjoining seat of *Graigie*. Though this portion of the barony of Bargy is in a comparatively improved state, yet, to the eye of the agriculturist much remains to be done in the drainage of the extensive tracts of low lands which present themselves on every hand, and in the substitution of

proper fences, in lieu of the straggling furzy banks which occupy no inconsiderable portion of the whole arable surface of the district.

The parish of Bannow is bounded on the east by Ballyteige lough, and on the west by Bannow bay—the latter running six miles into the mainland, its breadth varying from two miles to half a mile. Near the mouth of the bay is Bannow Island, or rather Isthmus, on the point of which is shown the site of the town of Bannow—said to have been covered by the sea-sand since the end of the seventeenth century. Although there is not a vestige remaining to warrant such a statement, it appears that in the grants made by Charles II. under the act of settlement, several streets were mentioned as then existing in the town. In the quit-rent rolls of the country, several streets are also mentioned as paying quit-rent.

The entrance to Bannow bay, or the bar of the lough, is three miles from the village of Carrigg; and on the headland, which is close to the island, are the coast-guard stations and interesting church ruins of Bannow. Whatever may be the case with regard to the extent and site of the submerged town, there

can be no doubt as to the early origin of the venerable church.

The Bannow coast is rocky, and though flat, attains to a considerable elevation above the sea. It affords good views of the opposite shores of Fethard bay, and of the rocky headland of Baginbun, and generally of the peninsula of Hook. The little rocky islets of Keeragh, near the shore, and the Saltee Islands, which are nine miles from Bannow bay, serve to break the vast expanse of sea view to the south and east. The Saltee islands are two, the great and little—the former, which is about three miles from Crossfarnogue Point, is about a mile in length, by half a mile in breadth; the latter about half the size, and a mile nearer the shore.

In a rocky cave in the larger of these islands, Messrs. Harvey and Colclough, who were unfortunately engaged in the late rebellion, were found concealed. They were arrested on the 26th of June, 1798, and executed at Wexford on the 28th of the same month. In the parish of Bannow, in common with all this district of country, there are the remains of several of the castles of the Anglo-Norman invaders.

No. 42.—DUBLIN TO CARRIGG.

SECOND ROAD, BY WEXFORD AND THE HILLS OF FORTH AND HILLTOWN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carrick.
Dublin,	—	—	107½
Wexford, as in No. 18, .	—	91½	15½
Carrigg,	15½	107½	—

As in the preceding line, there are no public conveyances along his road, which, on clearing Wexford, and passing on the left *Great Clonard*, and on the right *Little*

Clonard, begins to ascend the side of the Forth hills, along which it continues for nearly four miles.

As we have generally noticed the nature, extent, and elevation of

these hills in our very brief description of the town of Wexford, we shall here merely state that from the high level at which the road is carried across their sides, the traveller can readily comprehend the general nature and extent of the baronies of Forth and Bargy. Those, however, who are interested in the topography of the district, can readily obtain a more extensive view of the rich plain lying along the shore, and of the country around, from the top of the ridge, to which there is easy access from several roads.

The hill is composed of quartz, loose stones covering its surface;

and the chief vegetable productions are the native whin and the mountain heath. The southern side of the hill belongs to the crown, who appears to have suffered unrestricted settlement; and hence the numerous cabins, with the accompanying spots of cleared ground, which are scattered all over its more reclaimable parts.

On descending to the general level of the plain, we pass, at eight miles on the right, *Harperstown*, the seat of Mr. Hore, and soon after, branching off the *Arthurstown* road, we proceed through a flat, fertile, but otherwise uninteresting country, to Carrigg.

No. 43.—DUBLIN TO CARRIGG.

THIRD ROAD, BY ENNISCORTHY AND TAGHMON.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Carrigg.
Dublin,	—	—	100
Enniscorthy, as in No. 18,	—	77	23
Taghmon,	14	91	9
Carrigg,	9	100	—

This is the shortest road from Dublin to Taghmon and Carrigg; but there are no public conveyances beyond Enniscorthy. Carriages, however, as we have stated in our notices of that town, can always be obtained there; but, at Taghmon, a relay of cars cannot always be depended on. The generally travelled road to Carrigg leaves Taghmon to the left, by which there is a saving of one and a-half miles; but along that line of road there is no intermediate stage. The country through which our road lies, from its undulating surface, is very different from the baronies of Forth and Bargy. It is of the same hilly and varied character, both as regards soil and shape, as that part of the county of Wexford lying between the hills of Forth and Mount Leinster.

Leaving Enniscorthy by *St. John's*, we keep along the right bank of the Slaney, and at three miles reach *Wilton*, the seat of Mr. Alcock. The old mansion, which has lately been renovated in the castellated style of architecture, is delightfully situated on the banks of the Boro, which here waters the demesne, and runs through a beautiful glen, which is also in the grounds. Near *Wilton* is the small quartz hill of Bree, a part of which is also planted in connexion with the demesne. *Wilton*, we have also mentioned in No. 19.

About two miles beyond *Wilton*, the hamlet of Bree, and *Clonmore House*, are passed. *Mackmines Castle*, and the various places along the banks of the Slaney, we have noticed in our description of the road from Enniscorthy to Wexford, No. 19.

About eleven miles from Ennis-corthy, we reach the Wexford and Ross mail-coach line, at Barry's cross-roads. At this point we are about two and a-half miles from the little granite hill of Camrous, which raises its summit 598 feet in height, and five miles from the craggy ridge of Carrickburn, which attains an elevation of 766 feet. These hills, particularly the latter, which is situated close to the Wexford and Ross road, are very remarkable features in this part of the country. Close to the rock of Carrickburn, is *Scullabogue House*, where the insurgents committed one of the most sanguinary acts which happened during the rebellion of 1798; also *Carrickburn Lodge*, the seat of General Brown Clayton. On a detached rock, near the demesne, a handsome Corinthian pillar has lately been erected. From its elevation, position, and the contrast which its enriched architecture affords with the rock on which it stands, it is a very striking object in the wild, rugged country, which immediately surrounds it.

Returning to Barry's cross-roads,

at about two miles from that point, we reach the small town of Taghmon, which is situated on the old road leading from Wexford to Ross, and along which one of Bianconi's cars continues to run. The town contains a church, chapel, and a small inn, where cars can be hired. About a mile north of the town, are a Quaker's meeting-house and burial-ground.

Four and a-half miles west of Taghmon, on the road to Ross, is the hamlet of Foulk's mill, close to which are *Longgrigue House* and *Raheenduff House*; and at three miles, in the same direction, are *Horetown* and *Tottenham Green*. *Slevoy*, the seat of Mr. Pigott, is within half a mile of *Horetown*; and *Coolcliff*, the seat of Sir W. Cox, and *Rosegarland*, the seat of Mr. Leigh, are about four miles south of Taghmon, on the road leading thence to Arthurstown.

From Taghmon to Carrigg, the traveller may either proceed by *Harperstown*, the seat of Mr. Hore, noticed in the preceding road, or by Ballymitty cross-roads.

No. 44.—DUBLIN TO FETHARD.

FIRST ROAD, BY TAGHMON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fethard.
Dublin,	—	—	108½
Taghmon, as in No. 43,	—	91½	16½
Salt Mills,	13½	105	3½
Fethard,	3½	108½	91½

From Taghmon, we may proceed either by Ballymitty cross-roads, or by Foulk's-mill, to the Wexford and Arthurstown road. If by the former, we reach Wellington-bridge at six and a-half miles from Taghmon. This bridge crosses one of the small rivers here running into Bannow

bay, and up to which numerous barges, laden with limestone and culm, sail. The limestone is brought from Hookhead, and is very extensively used for agricultural purposes throughout this district.

On the western shores of Bannow bay, or the Scar, as this part of the

bay is called, and within half a mile of the road, are the ruins of Clonmines. They consist of the remains of four castles, and an abbey, all of which are situated on the verdant banks of the bay. Of the castles, portions of the towers only remain; the ruins of the church are considerable, and very interesting. According to various statements, a town containing twenty acres, surrounded by a vallum and fosse, once existed here: and Mr. Fraser, author of the Statistical Survey of the county, states, that the Danes, during their occupancy, established a mint here. All, however, that now remain to attest the former existence of a town, are the ruins above referred to.

Crossing Nelson-bridge, another small structure, which crosses the Owenduff stream, here also falling into Bannow bay, we soon reach the road branching off to *Tintern Abbey*, the seat of Mr. Rossborough Colclough. This place is situated on a small creek, running off the bay of Bannow, and near to the village of Saltmills. The abbey, which was founded in 1200, by William, Earl Marshal of England and Earl of Pembroke, in gratitude for his escape from shipwreck off this coast, is still a highly interesting ruin, and beautifully situated in the demesne of *Tintern*, adjoining the mansion-house, the latter occupying part of the original buildings.

Passing through the fishing village of Saltmills, up to which small vessels laden with coals, &c., sail, and running along the western shores of Bannow bay, at three miles from that village we reach the small seaport town of

FETHARD,

which is situated on a small inlet of the sea, running up from Bannow bay, and is the principal fishing station on this part of the coast; and where also a little trade is car-

ried on in the importation of coal, timber, and in the exportation of corn, &c. The town principally consists of one wide street, and contains an ancient church, several schools, and a small inn, where cars can be hired. *Fethard Castle* is in the town; and *Lynnyard*, the residence of Mr. Lynn, is adjoining. The castle was originally built by the Anglo-Normans, soon after their landing.

About a mile from the town, on the shore, is Bagenbun Head, a high rock cliff, projecting considerably from the line of coast, and rendered conspicuous by the martello tower that crowns it; and near it the small bay, where the Anglo-Normans, under Robert Fitzstephen, landed in 1169. This place derives its name from the names of the ships—Bag and Bun, in which they crossed the channel, and which Robert Fitzstephen burnt in the presence of his men, telling them, that they must either succeed in their enterprise, or perish in the attempt.

On the top of the promontory are the remains of an encampment, said to have been formed by Fitzstephen on his landing; and this point affords extensive views of the bay of Bannow, of the peninsula of Hook, and its sinuous coast, of a long reach of the sand banks which bound Ballyteige lough, and generally of the shore eastward to Carnsore-point; of the Saltee-isles, in perhaps their best point of view, with an illimitable extent of ocean.

The peninsula of Hook is about three miles and a-half in length—its average breadth about half a mile. It forms the eastern boundary of Waterford harbour; and although it does not attain to a great elevation, is a remarkable feature in this line of coast. It is composed of limestone; and being, with some slight exceptions, the only part between this and the vicinity of Wexford where that rock is found in abundance, great quantities are quarried

and carried to different parts of the country for building and agricultural purposes. Along the western side of the peninsula, the shores are generally rocky and continuous; but along the eastern side they are sinuous—the sinuosities forming Slade-bay, Patrick's-bay, Wormoy-bay, and Sand-eel-bay.

Four miles from Fethard, on the western side of the peninsula, is *Loftus Hall*, the old residence of the Marquess of Ely, the proprietor of this immediate district, and at five miles on the eastern side is Slade harbour, village, and castle ruins. Passing the village of Churchtown, near which are the prostrate ruins of Hook church, at six miles from Fethard, we reach Hook-head and tower. The latter, now used as a lighthouse, is a circular structure,

100 feet high, with walls of remarkable thickness. The lantern contains seventeen lamps, displaying a fixed light, 139 feet high above the level of the sea at high water. From the summit of the tower there is a good view of the peninsula of Hook,

with its numerous creeks, little bays, and rocky points; of the whole extent of the southern coast of Wexford, from the spot on which we stand to Carnsore Point—a range of twenty-eight miles, including the Keeroe rocks and Saltee isles; of the harbour of Waterford, and its rocky shores; and of a great range of coast lying to the westward.

The town of Fethard was built at a very remote period; tradition ascribes its erection to Rose M'Cruim, the reputed foundress of New Ross. As may be supposed, the peninsula, from its exposure to the sea breeze, is quite unsuited to the growth of timber of any kind. About two and a-half miles west of Fethard, near Templetown-bay, are the church, chapel, and school of Templetown. Attached to the church is a fragment of the Templars' church, and near it is Brown-hill, attaining to an elevation of 214 feet, from whence a good view of the harbour of Waterford, opposite coast, and generally of the coast and country around, is obtained.

No. 45.—DUBLIN TO FETHARD.

SECOND ROAD, BY NEW ROSS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fethard.
Dublin,	—	—	110½
New Ross, as in No. 36,	—	90½	20
Priest Haggard,	7½	98½	12½
Arthurstown,	5	103½	7½
Duncannon,	2½	105½	5
Fethard,	5	110½	—

We leave New Ross by the beautifully-situated demesnes of *Oaklands* and *Stokestown*, noticed in No. 35, and keep generally along the left bank of the estuary of Arthurstown. At five miles from New Ross we pass the hamlet of Dunganstown; at six miles, *Killowin*, and at seven miles, *Pilltown*; and near the

latter, the hamlet of Churchtown. All these, together with the neighbouring hill of Slievecoiltia, we have already noticed in our description of the river banks, as seen from the Ross and Waterford steamer. At nine miles we reach Kilmanock, cross the little creek running up from the estuary, and reach the fine

ruins of Dunbrody Abbey. Dunbrody Abbey and *Kilmanock* we have also noticed in No. 35.

The remains of Dunbrody Abbey are among the most perfect, and, at the same time, among the most interesting of our ecclesiastical ruins. It was founded in 1182, for Cistercian monks, by Henry de Montmorency, marshal of Henry II., and seneschal of all the lands acquired by Strongbow.

The ruins have a very desolate appearance, being situated on a naked plain, sloping down to the waters of the little creek above noticed. The church is 200 feet in length, by 140 in breadth, with a massive central tower. At the side of the church are the remnants of the cloisters and other buildings. The ruins are about two miles from the course which the Waterford and New Ross steamers usually keep, in sailing up and down the river, but they are generally visited by this route.

Three miles from the abbey of Dunbrody, the small modern village of Arthurstown is reached. It is situated on the shores of the Waterford harbour, three miles below the confluence of the estuaries of the Suir and Barrow, and carries on a little trade in fishing and in the importation of coal and culm. It is an outport to Waterford, whence the agricultural produce is taken by lighters for exportation. There is a small quay, built chiefly for the accommodation of the fishing boats, up to which vessels of 100 tons burthen can sail. Near the village is *Dunbrody-park*, the seat of Lord Templemore.

The shores of the Waterford harbour are here bold and rocky, and from the higher points extensive

views of this fine inlet of the sea are obtained. A little above Arthurstown is the small village of Ballyhack. Here is the ferry crossing to Passage-east, the small town on the opposite or Waterford side; the breadth of the harbour is about three quarters of a mile, and this breadth it maintains up to the confluence of the Suir and Barrow—a distance of three miles, but below Arthurstown it gradually widens to about three miles, which breadth it generally keeps to the mouth at Hook-head, a distance of eight miles.

The small village of Duncannon is also on the east side of the Waterford harbour, a mile and a-half below Arthurstown. The fort of Duncannon is near the village. It occupies the point of a rocky headland, projecting about a quarter of a mile from the general line of the shore, rising 130 feet above the level of high water and commands the entrance to the harbour. The fortifications, including the glacis, occupy about three statute acres, and are adapted for mounting forty pieces of cannon. The fort contains accommodation for ten officers and 160 men, besides stores, chapel, &c. Within the fort is a light-house, having a double fixed light, nearly seven miles due north from that of Hook, and within half a mile of Arthurstown light-house.

Duncannon fort was granted by Henry II. to the Earl of Shrewsbury, from whom it reverted to the crown, and since the threatened invasion of the Spaniards, in 1588, it has been regularly garrisoned.

In the few miles of country travelled over between Arthurstown and Fethard, there is nothing requiring particular observation.

No. 46.—DUBLIN TO DUNMORE EAST.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunmore East.
Dublin,	—	—	123½
Waterford, as in No. 12,	—	112	11½
Dunmore East,	11½	123½	—

Dunmore East, though a small village, is a place of some importance from the extensive asylum harbour lately built by Government, and from its being the principal station for pilot vessels for Waterford harbour. The bay is on the west side of the entrance to Waterford-haven, and the village is beautifully situated on the part of the bay lying around the harbour. During the summer, it is considerably frequented as a watering-place, and contains a commodious hotel, lately erected by the principal proprietor, the Marquess of Waterford, several good houses, a church, and R. C. chapel; the latter about a mile from the town.

Dunmore is, perhaps, better calculated for a select watering-place than any other locality of the same character on the whole circuit of the Irish coast. The village is on a sheltered bay, divided by various projecting headlands, which are again broken into numerous recesses, caves, impending cliffs, and deep caverns, by the ceaseless action of the heavy swelling waves against the sandstone rocks, which compose this bold and picturesque part of the coast. These caves, from their nature, are as secluded as any thing out of doors can well be; and were a little pains bestowed, might be rendered perfectly private; and, as the strand is good, and but a slight recedure of the tide, bathing can be enjoyed at all times.

The immediate environs of Waterford we have already adverted to in No. 12. At three miles from the

town, the country, though considerably varied in its surface, is bleak and uninteresting. At five miles we pass *Belle-lake House*, and one or two other small villas; and winding along the hills, which rise about 220 feet above the sea, and from whence we obtain a good view of the bay and adjacent coast, at about eleven miles, Dunmore East is reached.

At five miles from Waterford, the road leading into Woodstown-strand branches off. It is merely a division of the strand, which stretches along the right bank of the river, from Creaden-head to Cheekpoint. As we proceed to the strand, we pass Harbour-view, the seat of Mr. Morris; *Ballydavid*, and several other neat villas; and at seven miles from Waterford, *Woodstown*, the marine seat of Lord Carew, and *Ballyglan*, the seat of Sir J. C. Paul, Bart., are passed.

The part of the coast connected with Dunmore may be said to range from Creaden-head on the north to Brownstown-head on the south, a range of nine miles. Along the whole of that extent it is sinuous, rocky, bold, and broken into various beetling headlands, little bays, and creeks. The height above the sea ranges from 102 feet at Brownstown-head, to 202 at Creaden-head.

From its varied outline—the peculiar formation of the sandstone rocks of which it is composed—and the heavy sea which rolls along the whole of this line of shore, the coast scenery near Dunmore is highly interesting. There are paths

along the whole extent of the cliffs, to which sojourners have access at all times. At two miles west from the town are the hamlet, coast-guard station, and lodge of Ballymacaw, the latter the marine villa of the Countess of Carrick.

No. 47.—DUBLIN TO PASSAGE EAST.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Passage East.
Dublin,	—	—	119½
Waterford, as in No. 12,	—	112	7½
Passage East,	7½	119½	—

In connexion with the description of Waterford we have noticed all the more remarkable features along the river banks, as far as Cheekpoint. At three miles from Waterford, the road to Passage East branches off the preceding road, No. 46. The village of Passage East is romantically situated on the right bank of the estuary of the Suir, opposite to the villages of Ballyhack and Arthurstown, noticed in No. 45, and where there is a regular ferry across the river. It was formerly a place of some importance, and the fort which commanded the entrance to the narrow part of the river was garrisoned till 1663; and, before steamers navigated the river, the Bristol and Liverpool packets generally landed their passengers here and at Cheekpoint, which is about three miles further up the river. The village, which is principally occupied by fishermen, contains several small shops, a R. C. chapel, and a small church; the latter occupies a conspicuous site on the brow of the hill which rises over the town. A mile and a-half below the town is the barrack of New Geneva, so called from an attempt made by Government, in 1785, to locate a colony of Genevese, who had been forced to leave their native country; but, after spending fifty thousand pounds, the scheme, being found impracticable, was abandoned. A military barrack was afterwards erected here; that also was given up, and the building is now occupied as a farming village. From Passage to Creaden-head, a distance of five miles, there is an uninterrupted smooth strand, which varies from a mile to half a mile in breadth. It embraces Woodstown-strand, noticed in the preceding number.

No. 48.—DUBLIN TO TRAMORE, BY RAIL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tramore.
Dublin,	—	—	119½
Waterford, as in No. 12,	—	112	7½
Tramore,	7½	119½	—

As regards bathers, Tramore is the most frequented watering-place in Ireland; and for this, its smooth open sea and sandy beach of three miles in length is admirably adapted. The country in connexion with

the road, in common with the district for a considerable distance along the coast, generally consists of an alternation of inferior low lands, and dry, fertile, rocky upland. In some places the hills attain a considerable elevation, as Ballinamona, the residence of Mr. Carew, where the craggy summits rise to 236 feet.

The small town of Tramore is situated at the western extremity of the bay to which it gives name, and commands an extensive view of the coast; and, in the bathing season, is much frequented by the inhabitants of Waterford and the neighbouring counties. It is a straggling town, containing, however, a commodious hotel, with numerous lodging-houses. The town contains several schools, a church, and R. C. chapel; and among the villas in its vicinity, we may enumerate *Tramore Lodge*, *Newtown*, and *Summerville*, the latter the lodge of the Earl Fortescue.

Tramore bay lies about five miles west from the mouth of the Waterford harbour; it is semicircular, and three miles in breadth by two in depth. It is limited by the headlands of Brownstown and Newtown; and, for the purposes of navigating this dangerous coast, the latter is marked by three towers, and the former by two. The bay as we have already remarked, is admirably adapted for bathing, presenting a smooth, sandy beach of three miles in length. A ridge of sand-hills, covered with sea-bent, of about two miles in length, runs parallel to the beach, and separates what is called the back strand from the bay, and also stops the farther inroads of the ocean on this part of the coast. The back strand, over which the tide flows, contains about sixteen hundred acres, which, we hope, from the reclamation which has lately been effected, will soon be gained from the sea.

The back strand is connected with the bay of Tramore by a narrow

channel, called Rineshark Harbour, up which the flood-tides rush with fearful velocity, particularly when impelled by hard southerly winds, which also drive a heavy sea into the bay. This is altogether a dangerous coast; and Tramore bay, in particular, is notorious for shipwrecks. In 1816, the *Seahorse* transport, having on board the 2nd battalion of the 59th foot, was driven into this inhospitable bay, and in the open day, in the face of thousands, who could afford no aid, struck and went to pieces; when 292 men and 71 women and children perished. A monument, recording this melancholy event, was erected by the officers of the regiment in the churchyard of Tramore.

With the exception of the beach, in front of the town of Tramore, the whole line of coast westward, to Dungarvan Harbour, is sinuous and rocky; and though the cliffs do not anywhere attain a greater elevation than 254 feet above the level of the sea, and the sinuosities are shallow, they are bold and interesting.

From Tramore to Ballyvoil Head, which is near the entrance to Dungarvan Harbour, the rock of the coast, with some slight exceptions, as also that of the adjacent country, is composed of transition schists. At the coast-guard station, which is about two miles west from the entrance to Tramore bay, there is a tract of serpentine rock, of about a mile in length, and half a mile in breadth; and several detached masses of granite are scattered along the coast; and at Ballyvoil Head, which is composed of sandstone, the limestone which occupies the vale of Dungarvan appears.

The tract of country along this part of the coast is very variable, as regards the quality of the soil; generally speaking, it is of middling quality, though in some places very fertile. There are no seats, and the scenery, apart from the coast, is monotonous and uninteresting. The

soil is badly tilled—the farms generally small—and the occupants poor. The surface is considerably varied, though the hills do not attain to a great elevation. There are few villages in this part of the coast. Annestown, with its parish church, gives name to the small bay on which it is situated. It is six miles east from Tramore, and is the only village of any size on that part of the coast.

No. 49.—DUBLIN TO LISMORE AND TALLOW.

FIRST ROAD, BY WATERFORD AND DUNGARVAN, WITH EXTENSIONS FROM CAPPOQUIN AND TALLOW.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Tallow.
Dublin,	—	—	161½
Waterford, as in No. 12,	—	112	49½
The Sweep, by Road,	6½	118½	43½
Carroll's cross-roads,	5½	123½	38½
Kilmacthomas,	4	127½	34½
Anns court,	5½	133	28½
Dungarvan,	8	141	20½
Cappoquin,	11	152	9½
Lismore,	4	156	5½
Tallow,	5½	161½	—

The only public conveyances on this line are, a two-horse mail car in the morning, and a single horse car in the afternoon. Chaises and cars, however, of every description, can always be obtained at Waterford, and relays of horses at Dungarvan.

Leaving Waterford, the country is but little adorned by any kind of improvement, and very imperfectly cultivated. The soil is of a middling quality, swelling occasionally into lofty, craggy hills, and diversified by long and wide valleys, winding in almost every direction. This character of surface prevails between the road and the sea, from Waterford to Dungarvan. On the right, it is much more highly varied, and blends with the hills of Curraghmore and with the Commeragh and Munavullagh mountains; the southern and beautifully-defined sides of which follow the general line of our road. The small enclosures and furze hedges, so common in the counties of Wexford and Kilkenny, prevail here to a great extent.

Three miles from Waterford we pass on the right *West Lodge*, near which is *Killoteran*, and on the left *Butlerstown Castle*; at five miles, *Whitfield*, the beautiful seat of Mr. Christmas; and a little to the right of the road, and delightfully situated on the right bank of the Suir, is *Mount Congreve*, the fine seat of Mr. Congreve.

A little beyond *Whitfield*, is the Sweep, where various cross-roads branch off: that to the south, to the different places along the coast; and that to the north to Portlaw and *Curraghmore*. These places we have noticed more fully in No. 13. A mile and a-half from the Sweep, on the above road, are the hamlet and church of *Kilmeaden*. About thirteen miles from Waterford, are the cross roads of *Newtown*; and a mile from the road, on the left, *Georgetown*, the residence of Mr. Barron. At three miles also on the left, and near the village of *Kill*, is *Gardenmorris*, the seat of Mr. Power O'Shea. About fifteen miles from

Waterford, is the village of Kilmacthomas, romantically situated on the sides of a deep valley, which is watered by the small river Mahon. To avoid the steep ascents connected with Kilmacthomas, the road now leaves that village a little to the right. Five miles to the left, and close on the shore, is the neat village of Bunmahon, which is much frequented in the bathing season; and near it the copper mines of Knockmahon, which are extensively and successfully worked. *Bunmahon Lodge*, the residence of Mr. Power, adjoins the village. Five miles above Kilmacthomas, and high in the wildest part of the Commeragh mountains, is the lake of Coumshingaun, the most interesting of the small lakes in this fine mountain range. Coumshingaun, in extent and scenery, is like Lough Dan, in the county of Wicklow. There are eight of these small lakes within a circuit of three miles. Coumshingaun is the largest. It is about half a mile in length and a quarter in breadth. It occupies a deep dell, with high, precipitous, rocky sides; and the scenery is very imposing. The others occupy similar dells, and though more limited in their areas, add much to the wildness and sublimity of the scenery in these mountain solitudes.

The Commeragh and Munavullagh mountains stretch from this towards Dungarvan, the highest summits of the latter, which rise over the Coumshingaun, attaining an elevation of 2,597 feet above the sea; and their precipitous sides present a remarkable appearance, as seen from the road, exhibiting, at the same time, from their bold projections and deep receding cavities, vast masses of light and shadow. About three miles and a-half west of Kilmacthomas, and in the beautifully-shaped table-land lying at the base of the mountains, is *Commeragh Lodge*, the seat of Col.

Palliser; and *Mount Kennedy*, the lodge of Sir Ed. Kennedy, Bart.

Resuming our route, about two miles and a-half from Kilmacthomas, a road branches off to Stradbally and coast adjoining. At one mile from the main road *Sarahville* is passed; at three miles, *Carrikkbarahane*, and *Fagher*; and at four the neat village of Stradbally is reached. Adjoining the village is *Woodhouse*, the seat of Mrs. Uniacke, delightfully situated in a sheltered and beautifully-wooded glen, which is watered by the Tay streamlet. Close to the church of Stradbally, are the ruins of a small monastery, and there is a large R. C. chapel adjoining the village. Proceeding to Dungarvan, we cross, at four miles from Kilmacthomas, the small river Tay; and at seven miles, the Dalligan. These streams carry down the waters from the Munavullagh mountains to the sea. And beyond that at Cushcam, we commence the descent to the shore, whence we command a view of the rich tract of land along the coast, the town and bay of Dungarvan, the bold rocky promontory of Helvick Head, and the Slievegrian hills, stretching westward. About three miles from Dungarvan, on the right, is *Cloncoskoran*, the seat of Sir I. N. Humble, Bart. The house is prettily situated on the rising grounds uniting with the Commeraghs; and on the west side of the demesne is a remarkable ravine; and under the demesne, are the ruins of Cloncoskoran Castle, the former seat of the Nugents. On the left, and near the shore, are the villa residences of *Clonea Castle*, *Ballinacourty*, *Duckspool*; and close to the town, *Tournore*, *Bayview*, *Moonrudh*, and *Hermitage*.

Dungarvan, the second town in the county of Waterford, is situated on the bay of that name, and on the point of land formed by the estuaries of the Brickly and Colligan, two rivers here falling into the sea,

It was, in former times, considered a place of some strength; and vestiges of its ancient walls are yet to be seen, as also of the castle, which is in the centre of the town, and still occupied as a military post. This castle was erected in the twelfth century; and from that period, down to the reign of James I., was the scene of many a bloody contest. By the latter monarch it was granted to the Earl of Cork, from whom, together with the greater part of the town, it descended to the Duke of Devonshire. In 1649, Dungarvan was taken by Cromwell, who, strange to tell, spared the castle and the church. Vessels of more than 130 tons burden cannot enter the harbour; it is, therefore, a place of little trade, though some corn and other agricultural produce are shipped from it to England. A good deal is done in the coast fishing, and under proper encouragement and regulations, this might be a source of profitable employment to many. At present about 200 boats, and 1,500 men are engaged in this precarious traffic. Considerable improvements have been made here of late years by the principal proprietor, the Duke of Devonshire. To connect the two parts of the town, lying on the opposite sides of the harbour, his Grace constructed across the estuary of the Colligan, a causeway of 900 feet in length, and a beautiful single-arched bridge, 75 feet span; also a street and square, joining with the older parts of the town, together with reservoirs for the supply of water, markets for beef and fish, a sessions-house, school-house, &c., &c., besides contributing largely to the establishment of fever hospitals, dispensaries, &c.

The town presents a neat appearance, and its vicinity is much resorted to in summer as a bathing place. Still it is poor in proportion to the number of its inhabitants, in consequence of the vast number of

small houses which had been erected for the purpose of qualifying forty-shilling freeholders, who chiefly depend on fishing, or other uncertain employments, for their livelihood.

In addition to the castle, already mentioned, there are, at what is called the Abbey side of the town, the ruins of another castle, and monastery. The former is a rude, square pile—the church ruins of the latter are interesting; and on the foundations of the cells a R. C. chapel has been erected. The church, a modern building, commands a fine view of the harbour; and the spacious R. C. chapel is in the centre of the town. Near the town, and forming in appearance part of the bay, is a large shallow strand, containing about 1,234 statute acres, bounded on the south by the estuary of the river Brickey, which might be easily embanked. This matter has already received consideration, and will, in all probability, soon be accomplished.

Helvick-head, lying four miles to the south-east of the town—that is, measuring across the estuary—is a remarkable promontory on the southern coast; it forms the southern boundary to the harbour of Dungarvan, and rises 231 feet above the level of the sea. An excellent road has lately been made to it, branching off our present line, at about two and a-half miles from the town. This road affords beautiful views of the bay and town of Dungarvan, and also of the country around. Five miles from Dungarvan, the small village, church, and chapel of Ringville are reached, two miles from which is Helvick-head. The views from this fine promontory are interesting; and in times of storm, a very heavy sea beats furiously against its wave-worn rocks. The land is good along the coast, and the numerous inhabitants eke out a subsistence between farming and fishing. *Helvick*

Lodge, the bathing-place of Lord Stuart de Decies, the principal proprietor of this district, is near the headland.

Leaving for Lismore, we proceed through the fertile limestone valley of Dungarvan, which joins the valley of the Blackwater, near Cappoquin; and at three miles from Dungarvan pass on the left *Carriglea*, the seat of Mr. O'Dell, where a handsome house, in the Tudor style, has been lately built; at two and a-half miles on the right, the road to Clonmel, which runs up the beautifully-wooded glen of the Coligan river, branches off; at five miles, pass *Cappah*, the seat of Mr. Usher, which is well defined by the extensive plantations covering the surrounding heights; at six miles on the right, *Rockfield*, the seat of Mr. Hely, pleasantly situated on the Finisk river; and on the left, *White Church and House*—the latter adjacent to the church. We may here remark that the valley of Dungarvan is bounded on the south by the range of low hills which blend with Slievegrian, and on the north, by the hills which unite with the mountains of Knockmealedown, whose summit, which forms so remarkable a feature in the district, attains to a height of 2,609 feet; and that the numerous seats which are scattered throughout the valley, and the extensive plantations which lie along its northern banks, add much to the natural beauty of its scenery. The rivers Brickey and Finisk are the only streams running through the valley; the former falling into Dungarvan Bay, and the latter blending with the Blackwater under Dromana.

About eight and a-half miles from Dungarvan, and beautifully situated on the right, near one of the numerous glens which diversify the southern slopes of the Knockmealedown mountains, is *Bellville Park*, the seat of Mr. Poer; and on the left, near the confluence of the

Finisk and Blackwater, are *Mount Rivers*, and the village and church of Affane. This place is famous for the growth of the Affane cherry, a hardy variety of that fruit, introduced by Sir Walter Raleigh, during the short time he was in possession of this district of country.

A mile beyond the cross-roads leading to the above places, we pass on the left, *Richmond*, the seat of Major Alcock, and one or two neat villas on the right, before we reach

CAPPOQUIN,

a large village containing a church, Roman Catholic chapel, and small inn, where a car can be hired. It is beautifully situated in the valley of the Blackwater, on the left bank of the river, which is navigable for barges of considerable burden for three miles above the town. This, the commencement of the most beautiful part of the valley of the Blackwater, is bounded by the southern acclivities of the Knockmealedown mountains, which here reach almost to the river's edge. Immediately over the village is *Cappoquin House*, the seat of Sir Richard Keane, Bart. The mansion is situated on an elevated and naturally terraced bank, enjoying prolonged reaches of the Blackwater, its richly-wooded banks, and the beautiful valley above and below the village, and also of the broad vale running eastward to Dungarvan.

From Cappoquin to Youghal, by the Blackwater, is sixteen, by the road, seventeen miles; and during the period of the year in which the small steamer plies between these towns, the principal intercourse is thereby carried on. In this way all the beauties of this, the most interesting part of the Blackwater, are readily seen.

Close to the new mountain road running from Cappoquin to Clogheen, and in the centre of the

vast bog and moory tract, which continues to rise back to the base of the higher mountain peaks is Mount Melleray, or the abbey of St. Bernard la Trappe. The monastery, which is about three miles from Cappoquin, encloses a large quadrangular area, containing a dormitory, kitchen, chapter-room, sacristy, and other apartments; and on the fourth side is the church of the monastery, 185 feet in length, 30 feet wide in the nave, 52 feet in the transept, and 50 feet high, with a tower surmounted by a spire of wood, sheeted with copper, painted to imitate stone, 140 feet high from the ground; about 200 acres of the mountain land attached to the monastery have been reclaimed. The monks have opened a seminary for the poor of the neighbourhood, and also intend to establish an agricultural school.

The various mountain summits rising behind Mount Melleray are all distinguished by the prefix of Knock. Thus Knockmealedown, the highest summit of the range, attains to an elevation of 2,609 feet; and the other summits, Knockanask, Knocknafallia, Knockanare, and Knocknastorkin, which lie around it, rise in the above order, 1,591, 2,199, 2,149, and 2,084 feet.

Two miles below Cappoquin, on the right bank of the Blackwater, is *Tourin*, the delightfully-situated seat of Sir Richard Musgrave, Bart., and near it *Drumroe*, the villa of Sir Philip E. S. Homan, Bart., Opposite to *Tourin*, on the left bank of the river, is *Dromana*, the seat of Lord Stuart de Decies. The mansion, formerly the residence of the powerful Lords of Desmond and Decies, embosomed in woods, rises boldly over the noble river; and viewed from the opposite shore, conveys to the mind, from its situation, almost all that can be imagined of a baronial residence. The style of the house, however, is not in character with the scene: although spacious,

and enclosing portions of the older structure, it now appears, from the late additions, exteriorly a plain Grecian building. The views from various parts of the grounds are magnificent, and the park and plantations are extensive; in the garden is the largest sweet chestnut tree in this part of the country. Attached to the demesne are the pleasantly-situated village and church of Villierstown.

A little below *Tourin*, and also on the left bank of the Blackwater, are the woods and improvements of Mr. Keily; near this is *Camphire*, the seat of Mr. Usher. *Camphire* enjoys magnificent views of the woods of the fine demesne of *Dromana*.

Six miles from Cappoquin, and finely situated on the confluence of the rivers Bride and Blackwater is *Headborough*, the seat of Mr. Smythe. This demesne is remarkable for its elevated position, and for the beauty and fertility of its surface.

A little below *Headborough*, and well situated on a capacious anchorage bay of the Blackwater, is *Strancally Castle*, the seat of Mr. John Keily. This small, modern castle is a good specimen of architecture, and stands four miles from the prostrated ruins of the old castle of that name, whose history is intimately connected with the bloody deeds perpetrated during the feudal wars of the Earls of Desmond. It was blown up by order of Queen Elizabeth. The above demesnes are also interesting from their fine position on the banks of the river, and the copsewood glens which traverse them.

Adjoining Cappoquin on our road leading to Lismore, is *Salter-bridge*, the residence of Mr. Chearnley. From its elevated site, it participates in all the splendid scenery common to the heights around; and its fine plantations, containing some of the most venerable evergreen oaks in the kingdom, its

deep and naturally-wooded dells, and richly-varied grounds, render it one of the most charming of the many seats around. Our road now lies through the united plantations of Sir Richard Kane, Mr. Chearnley, and the Duke of Devonshire, which form fine sylvan scenery along the left bank of the river, from Cappoquin to

LISMORE.

The view of this small town from the highly-picturesque bridge which we cross in approaching, and which was built by the late Duke of Devonshire, if not the most striking, is the most beautiful in this district of country. "The Blackwater, both above and below the bridge which leads into the town, flows through one of the most verdant of valleys, just wide enough to show its greenness and fertility; and diversified by noble single trees and fine groups. The banks bounding this valley are in some places thickly covered, in other places thinly shaded with wood. Then, there is the bridge itself, and the castle, grey and massive, with its ivy-grown towers; and the beautiful spire of the church; and the deep-wooded lateral dells that carry to the Blackwater its tributary streams. Nothing can surpass in richness and beauty, the view from the bridge, when, at evening, the deep woods and the grey castle, and the still river, are left in shade, while the sun streaming up the valley gilds all the softer slopes and swells that lie opposite."

In its ecclesiastical history, Lismore is a place of high antiquity, and was celebrated for its learning and piety. In its military history, from the landing of Henry II. to the arrival of William III., it appears to have suffered greatly from conquest, fire, and sword.

Lismore was a separate diocese till 1358, when it was united to the

see of Waterford. Its cathedral church is a handsome structure with a square tower surmounted by a light and elegant spire. There are a large R. C. chapel, a small Presbyterian meeting-house in connexion with the Synod of Ulster, schools, alms-house, court-house, fever hospital, dispensary, and a good inn, the Devonshire Arms, where post-horses and carriages can be obtained.

The town, which has been greatly improved by the late and present Dukes of Devonshire, is romantically situated on the summit of a steep eminence, rising to the height of 93 feet above the level of the river, over which is the bridge, just referred to, erected by the late duke, and of which the central arch has a span of 100 feet.

There is a surpassing grandeur in the scenery of Lismore—a grandeur arising from the broad river flowing softly through the prolonged, rich, and verdant valley; from the great extent of variously wooded hills, alternating with grassy dales, deep ravines, dark moorlands, and pastoral acclivities, which, in successive undulations, rise from the bottom of the valley to the mountain steeps, whose towering summits terminate the view: and, from no place is this magnificent landscape in all its length, in all its breadth, and in all its height, better seen than from the ducal residence of the house of Devonshire.

Charming as are the views around Lismore, from no point are they more beautiful or more picturesque than from the more elevated portions of the first two miles of the new road leading to Mitchelstown, particularly from the selected points of view rising immediately over the densely wooded banks of the long winding ravine, locally known as Glenanee, through which the road to Clogheen is carried. And they who have not looked upon the castle and town of Lismore from these

points, have yet to see some of the most delightful scenery of the Blackwater.

Lismore Castle, which crowns a precipitous cliff, rising over the Blackwater, is the most important and best preserved of our ancient baronial residences, though it has undergone many mutations and incongruous additions consequent on its change of owners.

This castle, and the surrounding manor, was the estate of Sir Walter Raleigh, at whose death it was forfeited, and granted by Elizabeth to the first Earl of Cork, whose son, Robert Boyle, the distinguished philosopher, was born here. Congreve, the poet, was born in the town. The principal part of the beautifully-planted grounds attached to the castle, are on the opposite banks of the river, and blend with those of *Ballysaggartmore*, the fine seat of Mr. Ussher, which is a little higher up, but on the same side. The formation of *Ballysaggartmore* was only commenced a few years ago; and already the young plantations cover the sides of the dells, and can be traced sweeping along the surrounding heights, forming with those of Lismore a beautiful tract of forest scenery. Near this is *Flowerhill*, the residence of Mr. Drew. Above Lismore, and on the right bank of the river, opposite to *Ballysaggartmore*, are *Fort William*, Mr. Gumbleton; *Glencairn Abbey*, the handsome and beautifully-situated seat of Mr. Bushe; and the well wooded and charmingly-situated residences of *Glenbeg* and *Glenmore*.

Lismore is the best halting-place for those who are anxious to see the beauties of this part of the Blackwater, and the adjacent country. The river, Mr. Inglis describes as equal to the finest parts of the descent of the Rhine; and as boats can always be hired, should the time of the steamer not suit, we would advise tourists in fine weather to proceed by water. Though from a little below Lismore, to its embouchure at

Youghal, it is a tidal river, wanting the constant current which constitutes one of the charms of river scenery, and presenting at ebb tides disagreeable muddy sides, yet these drawbacks are amply compensated by the bold, and in many places, finely wooded banks, extensive improvements, and striking natural features along its course. The newly made roads across the Knockmealedown and Kilworth ranges, to Clogheen and Mitchelstown, now afford great facilities to those who wish to ascend the mountains, or to explore the dells, glens, and tablelands of this interesting district.

In proceeding from Lismore to Tallow, we pass *Tourtane*, the residence of Mr. Foley, cross the high and fertile tract of country lying between the Blackwater and the Bride, and from the series of traversing lines by which we descend, we enjoy a view of the rich, wide-spreading valley through which the Bride meanders for a considerable distance above and below the town, as also of the far-extending uplands, which, from the opposite side of the vale, stretch southward to the plain running from Youghal to Cork.

The small town of Tallow is situated on the river Bride, about five miles above its confluence with the Blackwater. Though the Bride is a tidal river, and navigable for barges of forty tons nearly to the town, which also enjoys the advantages of a good surrounding country, little trade, if we except some in flour and corn, is carried on—the agricultural produce of the valley being principally conveyed by water to Youghal. The town, in its appearance, has little worthy of notice. There are a church, a large R. C. chapel, a small convent, several schools, and a union workhouse. At the inn cars can be hired.

A little above the town is *Lisfinny Castle*, one of the numerous strongholds of the Desmonds, and now the residence of Captain Croker; and near it the ruins of *Kilmacow Castle*.

and Moygeely Abbey. *Carriglass*, the residence of Mr. Gumbleton, and *Carrigeen*, that of Mr. Peard, are in the vicinity. At four miles above Tallow, and also in the valley of the Bride, are the hamlet and ruins of Conna.

Like the valley of the Blackwater, the valley of the Bride is very fertile, generally beautiful, and, to the archæologist, highly interesting, from the numerous ruined castles and churches which it contains. From Rathcormack to its confluence the Bride holds generally a course parallel to the Blackwater, and for that distance they are nowhere more than five miles asunder. The intervening hills, which respectively form the limits of their valleys, are different varieties of the sandstone formation, and are generally cultivated.

The elevated country across which the road from Tallow to Youghal runs, forms part of the chain of sandstone hills which reaches from Cork to the latter town. The surface is considerably varied, in some places attaining to an elevation of near 700 feet above the sea. It is generally more or less cultivated, though in many places there are large tracts of unreclaimed moorland.

Kilmore House, the residence of

the Rev. Mr. Percival, is one and a-half miles from Tallow, on the road leading to Youghal; and near it is *Ballyhamlet*. Two miles above the town, on the road leading to Rathcormack, by Ahern, are the church and village of *Carriglass*, and near it *Carriglass House*, the residence of Mr. Gumbleton, and about a mile from the village is *Carrigeen*, Mr. Peard.

Around the village of *Carriglass* are several villa residences and ruined castles. Four miles above Tallow, and close to the Bride, are the hamlet, church ruins, and R. C. chapel of Conan; and at five miles the hamlet, church, and glebe of Ahern.

Near Tallow bridge, which crosses the Bride about half a mile from Tallow, on the Lismore road, is *Lisfinney Castle*, the residence of Captain Croker. Two and a-half miles below the town, on the left bank of the Bride, is *Janeville*, adjoining which is *Moorehill*, the finely situated and extensively wooded seat of Mr. Moore.

On passing *Garryduff*, and in descending to the estuary of the Blackwater, we obtain an extensive view of the bay, coast, town of Youghal, and country around it.

No. 50.—DUBLIN TO LISMORE AND TALLOW.

WITH EXTENSION TO YOUGHAL.

SECOND ROAD, BY CAHER AND CLOGHEEN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tallow.
Dublin,	—	—	165½
Caher, by Rail, as in No. 14,	—	123½	42
Clogheen, by Road,	9	132½	33
Lismore,	14	146½	19
Tallow,	5½	152½	13½
Youghal,	13½	165½	—

The only public conveyance on this line is the mail car which runs in connexion with the mail trains from Caher; but well appointed

carriages can be hired at Caher, and a relay of horses as well as carriages obtained at Clogheen and Lismore.

From Caher to Clogheen our way runs across the lower end of the valley lying between the Galty and Knockmealedown mountains, and through a considerably diversified and variously cultivated tract of country. The soil is generally fertile, and the surface beautiful; and from the higher parts of the road, the fine valley and the mountain ranges which bound it are partially displayed.

CLOGHEEN

contains extensive flour mills, a small cavalry barrack, the union workhouse, the parish church, and an inn where post-horses and carriages can be obtained. Near the town are the residence of Mr. Taylor, *Cooleville*; and *Clashleigh*, the residences of the Messrs. Grubb, the proprietors of several of the flour mills. There are other flour mills in the vicinity, which are also propelled by the Avon-Tar, the river that runs past the town in its progress to the Suir.

As may be judged from the extensive flour mills, the country around Clonmel is very productive of wheat, of which large quantities are purchased at the weekly markets, made into flour of a very superior quality, and sent by land to Clonmel, whence it is conveyed down the Suir.

About two miles from Clogheen is *Shanbally*, the seat of the Viscount Lismore. This beautifully-situated demesne occupies the centre of the valley, and commands the most magnificent views of the mountains on either side, modified and varied as these scenes are by the extensive plantations of the demesne. The mansion is a fine modern castle, built from the designs of Mr. Nash.

About four miles from Clogheen, on the road to Fermoy, is the poor village of Ballyporeen, which, in addition to two or three public-houses, contains a church, and R. C. chapel.

Our route to Lismore now lies across the Knockmealedown mountains, and certainly none of our carriage roads attain to such an elevation, and few of them command more extensive prospects of mountain and of plain. To many, this drive across one of our finest mountain chains will possess innumerable charms. The ascent to the gap (which separates the cone of Knockmealedown from that of Knockshanahullion), the summit level of our road, by a series of traverses, exhibits a vast extent of the country lying to the north. From the gap we cross the dreary moorlands which extend to within three miles of Lismore, passing at six miles from Clogheen, the road branches off to the monastery of Mount Mellera, which, together with Lismore, we have noticed in No. 49.

No. 51.—DUBLIN TO YOUGHAL.

FIRST ROAD, BY CARRICK-ON-SUIR AND DUNGARVAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Youghal.
Dublin,	—	—	163½
Carrick-on-Suir, by Rail, as in No. 13,	—	122½	40½
Annscourt, by Road,	15½	138½	25½
Dungarvan,	8	146½	17½
Clashmore Cross-roads,	8½	154½	9
Youghal,	9	163½	—

Along this line of road, which joins No. 49 at Annscourt, a car runs daily between Youghal and Carrick-on-Suir; and at all these towns conveyances can be hired. Dungarvan, it will be observed, can be reached either by our present line or by No. 49, consequently from Annscourt to Dungarvan is common to both roads.

From this road which crosses the hills uniting with the Commeragh mountains, and forming the southern boundaries of the valley of the Suir, one of the best views of this the richest and finest of all the Irish valleys is obtained; and on crossing the elevated and highly diversified tract of country which lies along the base of the Commeragh mountains, much of that fine scenery which we referred to in No. 49 is there displayed.

The surface is not all moorland, as is generally supposed; on the contrary, that description of soil is confined to the mountain sides, and to the summits of the little hills which lie along their base. The arable lands are all under a system of pasture and tillage, and throughout this elevated and remote district considerable improvements have of late years been effected.

On reaching the summit of the bank which overhangs the valley of the Suir, a view of the more elevated parts of *Curraghmore*, the fine seat of the Marquess of Waterford, which we noticed in No. 13, is ob-

tained, as also of the great extent of table land which lies along the base of the mountains, and of which no inconsiderable portion forms part of the Curraghmore estate.

At three and a-half miles from Carrick-on-Suir we pass, on the left, the church, glebe, and abbey ruins of Mothel; and at five, the hamlet of Clonea, which is watered by the Clodiagh river in its progress to the Suir. At eleven miles we pass *Commeragh Lodge*, the seat of Col. Palliser, and at fourteen miles reach the Waterford and Dungarvan road at *Annscourt*. From this point to Dungarvan, inclusive, we have noticed in No. 49.

On leaving Dungarvan and crossing the flat lands which lie to the south of the town, we commence the ascent of the northern acclivities of Slievegrian, the ridge of land which lies between the valley of Dungarvan and the sea. The ridge here rises to about 800 feet above the sea, and we cross a dip in the hills at tolerably easy rates of ascent, from whence magnificent views are obtained of the coast, bay, town, and vale of Dungarvan, of the country around, and of the mountain ranges here stretching generally along the coast.

Slievegrian and a large tract of the country along its southern base is the estate of Lord Stuart de Decies. Till lately a great part of these lands was in a state of comparative waste; they are now, how-

ever, undergoing a slow and very desultory mode of reclamation, and to the eye of the traveller still present a dreary aspect. At a mile from the summit of the road we cross the Lickey, the river carrying down the numerous streams which furrow the sides of Slievegrian to the Blackwater; and the deep valley through which the Lickey flows is a feature in the bleak and dreary country, stretching for a considerable distance on either side of its banks.

As we advance towards Youghal, the surface, culture, and scenery improve; and the views of the coast, including the beautiful bays of Ardmore, and Youghal, afford a strong contrast with the dreary country lying along the base of Slievegrian.

At one and a-half miles from Youghal we reach the estuary of the Blackwater by the wooden bridge, the largest structure of the kind yet erected in this country. It is 1,875 feet in length; the causeway, 1,732;—together forming a viaduct of 3,607 feet.

Youghal, a seaport town in the county of Cork, and returning a member to the Imperial Parliament, is situated on the bay to which it gives name, and at the eastern termination of the range of hills just noticed. The town is of very remote antiquity, having, so early as the year 1209, received from King John a charter of incorporation. From that period to its occupation by Cromwell, who made it his headquarters while in the south, it sustained numerous sieges and burnings; and it may be noticed in its history, that William IV., when commander of the Pegasus, in 1787, visited this port, and honoured the corporation with his company at dinner.

Youghal consists of one main street more than a mile in length, with numerous streets branching off it. The main street is divided by

the Clock-gate into the north and south main streets. The houses are irregularly built, but generally of respectable appearance, intermixed with a few of the more ancient structures, which are in a ruinous state. The streets are paved, and lighted with gas.

The collegiate establishment was founded in 1464, by Thomas, Earl of Desmond. The church appears to have been a magnificent structure; the nave and aisles have been recently fitted up in a very inconsistent manner, as regards the style, or rather in contempt of all rules and style, as the parish church. The north transept is used as a vestry, and the south transept contains some monuments of the founder, and of the Earls of Cork, and others. The monument to the first and great Earl of Cork, who is buried here, is a fine piece of workmanship, and the large and interesting burial ground around the church contains some curious monuments. Near the south end of the town is a chapel of ease. The Roman Catholic chapel is a large structure, with a beautiful spire. There are also a convent for nuns of the Presentation order, and places of worship for Quakers, Independents, and Methodists.

There are numerous schools—endowed, national, parochial, conventual, &c.; several alms-houses, infirmary, fever hospital, dispensary, lying-in hospital; ladies' associations for the employment of poor females, and a union workhouse. The town also contains a small court-house, prison (the Clock-gate), with various municipal offices and markets. There are also an infantry barrack, two good inns, where post-horses and carriages can always be obtained: one of them is the Devonshire Arms; the other is kept by Campbell. There are also branches of the Bank of Ireland, and of the Provincial and National. The ecclesiastical antiquities are

the eastern gable, and some of the walls of the Dominican friary. Among the old houses of the town, that of Sir Walter Raleigh, built in 1586, near the church, is highly interesting. Since the death of Sir Walter it has undergone but little change, and is considered a good specimen of plain Elizabethan architecture. In removing the panelling of one of the rooms, several books belonging to that distinguished statesman were found. This place is now called *Myrtle Grove*, from the fine specimens of that beautiful shrub which adorn the limited portion of ground attached to it. In the garden there is a group of four yews, said to have been planted by Raleigh.

Youghal formed part of the possessions of Sir Walter Raleigh, who first introduced the potato from South America into this part of Ireland; now the greater part of the town, in common with Lismore, Dungarvan, Tallow, and the half of Bandon, originally granted to Raleigh, forms part of the large estates of the Duke of Devonshire.

The trade of the port is considerable: it consists chiefly of the export of agricultural produce, and the import of coal iron, timber, and various other articles for the supply of the town and neighbourhood. There are but few vessels belonging to the port. The markets are well supplied with provisions, and a good deal of fish is caught off the coast.

The harbour is safe and commodious, and at spring tide is accessible to vessels of 500 tons burden; it is about a mile in length from Ferry point to East point, and about one third of a mile in breadth. Above the harbour, the embouchure of the Blackwater spreads into a circular lough of a mile and a-half in diameter. The bay is semicircular, and beautifully terminated on the south by Capel island.

A little beyond the wooden

bridge, on the road leading to Tallow, the river Touro is crossed. This river, which is one of the Blackwater's tributaries, runs through the valley lying to the north of Youghal, and is navigable for barges for a short distance.

Two miles above Youghal, the estuary of the Blackwater assumes the river character, and which character it strongly maintains upwards as far as it is influenced by the tide-water, and thence to its source.

The breadth of the river, the height of its banks, which are either covered with wood or adorned with demesne and cultivated lands, and the depth and romantic character of its lateral glens, enlivened by their little streams, all combine to render the embouchure and tidal part of the Blackwater very attractive. The road to Cappoquin and Lismore, by the demesnes of *Ballinatray*, *Strancally*, and *Headborough*, affords views of some parts of the river scenery and country adjacent. It is, however, very hilly, and for three miles keeps a considerable distance from the river. The beauties of the Blackwater, however, are best seen from the river, up and down which numerous boats ply between Youghal and Cappoquin in addition to the steamer, with the ebbing and flowing tides.

A little above the wooden bridge, on the heights to the left, are the ruins of Rincrow Castle; and at three miles from Youghal, and delightfully situated at the entrance to Glendine, whose stream here unites with the Blackwater, are *Templemichael House* and Church, also *Cherrymount*. Glendine is a romantic and beautifully wooded little glen, up which a road from Youghal to Cappoquin and Lismore is carried, and where also the road leading to the above towns by *Ballinatray*, &c., to which we have just referred, branches off.

About four miles from Youghal is *Ballinatray*, the seat of Mr. Smyth. This fine place occupies a great extent of the high and beautifully-shaped lands here forming the right bank of the Blackwater. In the park are the interesting ruins of Molanfide's Abbey, in which Raymond le Gros, the companion of Strongbow, was interred. The abbey ruins are well preserved; and in the interior is a modern statue of the founder. From the hills, which here rise over the river to a considerable elevation, magnificent views of this part of the river, bay, and country around, can be readily obtained.

Opposite to the town of Youghal, on the eastern shores of the harbour, is *Monatray*, the marine villa of Mr. Smyth. From East point to Whiting bay, the coast is generally bold and rocky; and the country, though indifferently cultivated, very fertile.

From the high grounds over Youghal the traveller can readily command a view of the ocean, the coast, Capel island, the bay, the harbour, the estuary, the town and country lying around it.

The small town of Ardmore is pleasantly situated about five miles east from Youghal. It is only thirteen miles from Dungarvan, and is reached by a road branching off our present line at eight miles from that town. It is on the western end of the bay to which it gives name, and, from its eastern aspect and smooth strand, is admirably calculated for bathing. The scenery, generally speaking, is beautiful; and the rocky headlands of Ardmore and Ramhead, which rise 208 feet above the sea, afford good views of the coast, and are, in themselves, striking objects. In the infancy of Christianity, Ardmore appears to have attracted the notice of St. Declan, who founded a religious establishment here, and some remains of a very old church

still exist; they consist chiefly of the chancel, part of which, till the recent erection of the present edifice, was used as the parish church. To the south-east of the church is a small, low, and plain building, called the dormitory of St. Declan, which is held in great veneration by the inhabitants of the neighbourhood. In the churchyard is one of the ancient round towers, a fine specimen of those monuments of remote antiquity. Near Ardmore-head are some slight remains of Dysart church, but in a state of such dilapidation, that few traces of its original architecture can be distinguished. Near it is St. Declan's Well, which is also held in veneration by the people of the neighbourhood; and on the beach is St. Declan's stone, resting on a ledge of rock, by which it is raised a little from the ground, and at which, on July the 24th, the festival of the saint, numbers of people assemble for devotional purposes.

There is neither harbour nor pier at Ardmore. The village, which contains a neat, modern church and R. C. chapel, is principally inhabited by fishermen. It is much improved, and several comfortable cottages for the fishermen have lately been built by the proprietor, Mr. O'Dell. Adjoining the village is *Ardmore House*, the residence of Mr. Bagge, and several bathing villas have lately been built in the immediate vicinity; and on the northern side of the bay are the villas of *Ballyquin* and *Rocklodge*. Whiting bay is about two miles west from Ardmore, and within three miles of Youghal. It is a beautiful small bay, semicircular in outline, and about one and a-half miles in diameter. Along this bay there are several bathing-lodges. The country around Ardmore is finely varied, and in many places very fertile. *Paulsworth*, the marine villa of Sir R. J. Paul, Bart., is about two miles from Ardmore, and *Glenare*

is about four miles ; they are both on the coast.

About seven miles from Youghal, on the road to Cork, is the village of Killeigh, which contains several neat cottages and the parish church. Adjoining the villa is *Ahadda*, the occasional residence of Sir Arthur de Capel Brooke, Bart., the principal proprietor of this immediate district. The demesne occupies the most interesting part of Glenbower, a small glen which adjoins the village. The glen, which possesses some striking natural features, has been extensively planted, and much improved by the various drives and walks which have been made through it. It is watered by a small mountain stream, the Dissour, of which, in the improvement of the glen, ad-

vantage has been taken. A little above the village is *Killeigh House*, the seat of Mr. Davies. The house is a handsome, modern structure, and, from its elevated site, commands extensive views of the valley, ocean, and bay of Youghal.

About three miles to the right of Killeigh, in the upland district which stretches across to the valley of the Bride, are *Mount Uniacke*, *Ballyre*, *Coolagur*, and *Castletown*, the seats of the Messrs. Uniacke.

On the summit of the rising grounds to the left of Killeigh, *Lisquinlan*, the seat of Mr. Fitzgerald, The demesne occupies the summit of the ridge, and commands extensive views of the vale of Castlemartyr, of Ballycotton bay, and of the long lines of adjacent coast.

No. 52.—DUBLIN TO YOUGHAL.

SECOND ROAD, BY CLONMEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Youghal.
Dublin,	—	—	178½
Clonmel, by Rail, as in No. 13,	—	136½	36½
Ballymacarbry Bridge, by Road,	9½	146½	27
Half-way House,	2½	148½	24½
Ballinamult,	1½	150½	22½
Kilcloher Bridge,	6½	157	16½
Aglish,	4½	161½	11½
Clashmore,	5	166½	6½
Youghal,	6½	173½	—

On this line there are no public conveyances nor stages where relays can be depended on. It is principally travelled by those resident in the district through which the road runs—the more frequented lines being either by Waterford or Carrick-on-Suir, Nos. 49 and 51. It, however, displays in its course a great variety of interesting scenery.

Leaving Clonmel, we wind along that lovely part of the valley of the

Suir which sweeps around the western base of the Commeragh mountains until we reach the narrow valley, or rather Glen of the Nier. From this portion of our road views are obtained of the interesting valley travelled through, as well as of the conterminous ranges of the Commeragh and Knockmealedown mountains. A mile from Ballymacarbry bridge we pass the *Deer Park*, the *Lodge* of the Earl of Stradbroke;

and on passing through the romantic mountain valley of the Nier, whose stream falls into the Suir about three miles below Ballymacbry bridge, we reach the lateral glen by which we commence the ascent of the table-land extending for many miles along the southern base of the Commeragh mountains.

Passing Ballinamult, the summit level of the table-land, where there were, till within these few years past, a small military barrack, we commence our descent to the valley of Dungarvan, having the companionship of the Finisk river—here a small stream for the next four miles, when we reach *Mountain Castle*, an old residence of the O'Keeffes, once the proprietors of a considerable tract of country lying around the ancient mansion.

In descending from *Mountain Castle*, we run through a tract of country varied as regards its surface, soil, and culture; but which, from its southern aspect, gentle inclination, and comparatively low level, presents many inducements to improvement. From our road views are commanded of the valley of Dungarvan, and of the elevated lands which limit it on the south. At three miles from *Mountain Castle* we reach Kilclogher bridge, and cross the high road running from Dungarvan to Cappoquin—Kilclogher bridge being four miles east of the latter town. Here we pass *Rockfield* and *Whitechurch*, noticed in No. 49, and ascend the high table-land lying between the valleys of Dungarvan and Youghal. In this ascent a good prospect is

obtained of the mountains and country lying to the south, and, generally, of the districts we have just traversed. Passing *Woodstock*, the woods of which unite with those of *Dromana*, the seat of Lord Stuart de Decies, also noticed in No. 49, we descend to the valley of the Blackwater, close to which is *Bal-linaparka*, the seat of Mr. Fitzgerald—the village of Villerstown, which is contiguous to *Dromana*, lying about two miles to the north.

Crossing the Goish stream, which waters the valley in which Aglish is situated, we keep, for nearly the remainder of our journey, a course parallel to the Blackwater.

The village of Clashmore, like that of Aglish, is situated low down in one of the valleys which serve to diversify this romantic tract of hilly country. It contains a neat church, R. C. chapel, and the ruins of an abbey founded in the seventh century. *Clashmore House*, the seat of the Earl of Huntingdon, is contiguous to the village. It is adorned with a considerable extent of wood, and enlivened by the Greague stream, which falls into the Blackwater a little beyond the demesne.

In proceeding to Youghal, at a mile from Clashmore we cross the Lickey, which runs through a romantic and well-defined valley, and carries down the waters from a great extent of the very elevated table-lands which lie between Youghal and Dungarvan. Three miles from Clashmore we meet the Mountain road, No. 51, from Dungarvan to Youghal, along which we continue to the latter town.

No. 53.—DUBLIN TO DUNGARVAN.

ROAD, BY CLONMEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dungarvan.
Dublin,	—	—	161
Half-way House, as in No. 52,	—	148½	12½
Dungarvan,	12½	161	—

This road, through which Bianconi's cars run daily, branches off No. 52, at the Half-way House; and, leaving Ballinamult to the right, crosses the bleak and partially cultivated table-lands, to the prettily wooded valley of the Colligan, through which it continues to within three miles of Dungarvan.

At eight miles from the Half-way House is *Colligan House*, where the road may be said to enter the valley—at least that part of it which is adorned with natural copsewood; from that downwards the scenery of the valley, aided by the brawling stream, is pleasing and romantic.

No. 54.—DUBLIN TO KILMACTHOMAS.

SECOND ROAD, BY CARRICK-ON-SUIR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilmacthomas.
Dublin,	—	—	133½
Carrick-on-Suir, by Rail, as in No. 13,	—	122½	11
Lowry's Bridge, by Road,	5	127½	6
Kilmacthomas,	6	133½	—

Our first road to Kilmacthomas is by No. 49. This road branches off No. 51, at one and a-half miles from Carrick-on-Suir, continues through the table-land to which we have there referred, and runs around the western side of the demesne of *Curragh-*

more, to Lowry's Bridge; thence crossing the Clodiagh river, and winding through a prettily diversified country, in which a mixed system of tillage and pasture prevails, to Kilmacthomas. See No. 49.

No. 55.—DUBLIN TO CAPPOQUIN.

BY CLONMEL AND NEWCASTLE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Cappoquin.
Dublin,	—	—	156
Clonmel, as in No. 12,	—	186½	19½
Newcastle, by Road,	8½	145	11
Mount Melleray Monastery,	8	153	3
Cappoquin,	3	156	—

Beyond the village of Newcastle this road is unfit, from its steepness, for carriages. Cars, however, are frequently driven over it. It is interesting, at least in summer, from the mountain scenery it discloses, from the prospects it affords, and, to many, as leading directly to the monastery of Mount Melleray, the great seat of the Trappists. From Clonmel to Newcastle the road keeps along the right bank of the Suir, but till it clears the woods of Knocklofty, little of the river scenery is seen. The road, for so far, however, is not devoid either of interest or of rural charms, although the beauties of the demesnes of Marlfield and Knocklofty are not generally participated in.

We pass the large distillery, mansion, and demesne of Marlfield, run through the demesne of Knocklofty—all of which have been referred to in No. 13—and thence continue

along the banks of the Suir, to the village of Newcastle, close to which that river flows, in its course from Ardfinan to Clonmel. A mile above the bridge, the Suir is augmented by the Tar, which waters the valley upwards to Clogheen; and about the same distance below, its volume is farther increased by the waters of the Nier.

The village of Newcastle contains a large R.C. chapel; and, in its vicinity, on the banks of the Suir, are the picturesque ruins of its ancient castle.

The road from Newcastle to the monastery is, as we have already remarked, steep, and but ill suited to carriages; the prospects from it, however, command a great extent of the valley of the Suir and adjacent country. The monastery we have briefly described in No. 49, as also the nature of the high moorland country which lies around it.

No. 56.—DUBLIN TO CASTLEMARTYR.

BY CORK AND MIDLETON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Castlemartyr.
Dublin,	—	—	183½
Cork, by Rail, as in No. 10, p. 76,	—	164½	18½
Glanmire Drawbridge, by Road,	3½	168½	15
New Glanmire,	2½	170½	12½
Carrigtuohill,	3½	174	9½
Midleton,	4	178	5½
Castlemartyr,	5½	183½	—

This, although the longest, is the easiest, the quickest, and the best way of reaching the towns here enumerated; and by it, the gene-

ality of travellers now proceed. In our description of the environs of Cork, No. 11, pp. 103 and 104, we have noticed the country along this line of road as far as New Glanmire, which is within seven miles of Midleton.

The limestone valley from Cork to Youghal, and through which our road runs, is, agriculturally considered, one of the richest and most interesting portions of the county of Cork; and although the hills which limit the valley do not rise more than 350 feet above the sea, they are high enough to define and to justify the appellation we have assigned to it. Generally the sides and the bottom of the valley are cultivated, and that, too, in a superior manner, and every thing around, with the exception of one or two inconsiderable villages, betokens peace and plenty.

A little to the south of the small village of Carrigtuohill is *Barry's Court*, a castle built by Philip de Barry in the 13th century. It is a feature in the country, has been restored, and is now occupied by Mr. Coppinger.

Midleton consists principally of one main street, in which the greater part of the houses are uniformly built, and present a better appearance than is usually met with in our smaller towns. It carries on a good deal of business considering its proximity to Cork. There are extensive flour mills in its vicinity; and, till lately, the large distilleries and breweries which adjoin the town were worked on an extensive scale. It contains a market-house, court-house, and small bridewell, with a handsome church, a spacious R. C. chapel, and a nunnery. The rectory, a comfortable residence, is in the town, and, until a few years ago, this living was the most valuable in Ireland. There is one of the best conducted of the endowed schools in the kingdom here, in which the celebrated Curran

received the rudiments of his education, and there are also various other schools for the education of the poorer classes in the town.

Midleton is situated near the centre of the fertile limestone valley which stretches from Youghal to Cork, at the head of one of the creeks branching off the north-eastern end of Cork harbour, up which vessels of three hundred tons burden can sail to Bailick, and within half a mile of the town, where there are commodious quays and stores.

Ballinacurra, the principal port of Midleton, is about a mile below the town. Here are also a quay, storehouses, where goods are landed and warehoused, and where also shipments of corn and other provisions are made.

Midleton is watered by the Owenacarra and the Roxborough rivers, two streams which run down from the adjacent hills, propel the machinery of the different mills and distilleries, and fall into the creek a little below the town. The town and a large tract of the beautiful country around it is the estate of the Viscount Midleton. The only residence his lordship has is the lodge at *Cahirmore*, adjoining the town, in which his agent generally resides.

Ballinacurra House is close to the port of Ballinacurra; and *Ballyedmund*, the fine seat of Mr. Courtenay, is situated about a mile and a-half from Midleton, on the road leading thence to Fermoy. The demesne, with its extensive plantations, stretching along the acclivities of the hills, and up the sides of the glens, through which the above road is carried, is a striking feature in the country.

About four and a-half miles south from Midleton, is the small ancient town of Cloyne. It is situated about two miles from the head of Cork harbour, and five from Ballycotton bay. The bishopric was ori-

ginally founded in the sixth century, and united to Cork and Ross in 1341; it so continued till 1678, when it was separated from those sees, and remained distinct till the passing of the Church Temporalities Act, in 1833, when the three bishoprics were again united under Bishop Kyle, in 1835, on the death of Bishop Brinkley.

The cathedral, dedicated to St. Colman, is an old building, and is used also as a parish church. About one hundred feet from the cathedral in the town, stands the ancient round tower of Cloyne. The palace and demesne lands were leased in 1836, for 999 years, by the ecclesiastical commissioners. The town comprises two streets, crossing each other at right angles, the greater part of the houses being small and irregularly built.

If we except the country lying around the shores of Cork harbour and its inlets, all of which, together with the country seats up to *Castle Mary*, inclusive, we have noticed under the environs of Cork, No. 11, pp. 101 and 102, there is nothing very remarkable in the features of the district lying around Cloyne. The limestone valley in which the town is situate, in length eight miles, and breadth three miles, reaching from Cork harbour to Ballycotton bay, is very distinct from the sandstone hills which limit it, as well in its appearance, in its culture, and in its produce. There are several highly improved farms in the neighbourhood, among them we may notice the Palace lands, the farm of Mr. Litton, in the vicinity of the town, and Mr. Lancaster's at Ballymaloe, about two miles to the eastward.

The fishing village of Ballycotton is about five miles east from Cloyne. It contains a church, R. C. chapel, and coast-guard station; and is considerably frequented by strangers during the bathing season.

Castlemartyr is a small, neat,

clean, and respectably inhabited town, consisting of one wide street, and containing a church, and a small inn, where cars can be hired. It is almost surrounded by the demesne of *Castlemartyr*, the seat of the noble proprietor, the Earl of Shannon. Though the surface of this fine demesne is flat, it is, in many respects, one of the most interesting of all our country residences: the grounds are adorned by rich shrubberies, extensive plantations, and venerable trees; a fine artificial river, of ample breadth, meanders for two miles through it; and ornamental gardens of different characters, and connected by beautiful pleasure grounds, add to its interest and variety; and the excellent order in which every thing is kept, renders all these adjuncts doubly attractive. Among the numerous fine shrubs and trees which are to be met with in the demesne, and for the growth of which the climate and soil seem favourable, our limits will only admit of noticing the luccombe oaks, the finest in Ireland, and the camellias and magnolias, the finest out of doors in the united kingdom. The mansion is a plain, commodious structure, and adjoining it are the extensive ruins of Castlemartyr, from which the place takes its name. The farm and the park are distinct from the grounds immediately around the house; they are all, however, connected, and are equally interesting, from the order, according to their different uses, in which they are kept.

The town of Castlemartyr is watered by a branch of the stream which supplies the artificial river in Lord Shannon's demesne. Adjoining the town is *Carey's Wood*, the residence of Mr. Garde; and *Dromadda*, Mr. Courtney; and between these places, on the road leading to Ballycotton bay, is the small hamlet of Lady's-bridge.

The old castle, which adds so

much to the interest of the demesne of *Castlemartyr*, was, at the time of the English invasion, called the castle of Imokilly. In 1196 it was destroyed by fire; afterwards rebuilt and garrisoned by the English; and from that period down to its occupation by a detachment of King William's forces in 1690, sustained various sieges and sackings.

One and a-half miles from the town, on the lilly road leading to

Fermoy, is the village of Mogeely, and above it is *Springfield*, the residence of the Rev. Mr. Boles; and at four and a-half miles on the above road is the hamlet and chapel of Dungourney.

About a mile and a-half to the east of Castlemartyr is *Ballindinis*, the residence of Mr. Garde. The village of Killeagh, and the seats around it, we have noticed in connexion with Youghal, No. 51.

No. 57.—DUBLIN TO MIDLETON.

SECOND ROAD—BY CAHER, MITCHELSTOWN, AND FERMOY.

TABLE OF DISTANCES.

Statute Miles.			
	Distance between Stations.	From Dublin.	From Middleton.
Dublin,	—	—	168½
Caher, by Rail, as in No. 14,	—	123½	44½
Mitchelstown, by Road,	16	139½	28½
Kilworth,	6½	146½	22
Fermoy,	3½	149½	18½
Rathcormack,	4½	154½	14
Middleton,	14	168½	—

This, though not the shortest way to Mitchelstown, is, as regards road travelling, the easiest, the most convenient, and the best. From Caher to Mitchelstown we travel through a portion of the great calcareous valley which extends from Waterford to Buttevant, and which, in this, its western division, is bounded by the Knockmealedown mountains and Kilworth hills on the south, and by the Galty mountains and Ballyhoura hills on the north.

Our road, which lies along the base of the southern acclivities of the Galty mountains, commands views of the deep ravines and prominences which diversify their gently sloping sides, and of the naturally fertile, undulating, but, in an agricultural point of view, sadly neglected accompanying plain.

On leaving Caher, Lord Glengall's upland plantations, which occupy a very limited space on the Galty mountains, are passed; and at five miles from Caher we pass, in the plain which stretches along the base of the mountains, *Rehill*, the seat of Mr. Fennell, near which are the interesting ruins of *Burncourt*. This mansion, originally erected by one of the Barons of Ikerrin, was besieged and taken by a party of Cromwell's army. It now forms part of the estates of the Viscount Lismore; and a little above it are the hamlet and demesne of *Old Shanbally*; the latter the old residence of the ennobled family of O'Callaghan, and still forming part of the beautiful demesne attached to their fine modern castle.

Under Galtbeg, in one of the largest and most beautiful of the

glens which diversify the southern acclivities of the mountains, is the mountain lodge of Lord Lismore. It presents many attractive features, and the deep sides of the fine glen are covered with thriving plantations.

About midway between Caher and Mitchelstown, and six miles from Clogheen, is a public-house, kept by Skelly, where those wishing to see the stalactite caverns of Mitchelstown may stop. The caves lie about a mile to the left of Skelly's, in the townland of Coolagarronroe, and although seven miles from Mitchelstown, are called by that name, from their forming, up to 1851, part of that large estate. They were discovered in 1833 by a person of the name of Gorman, and are close to the cavern of Skceheewrinky, which has been known for many years. Those who intend visiting the caves, should provide themselves with a coarse overall dress, including cap, and a few candles; and they may arrange their dress before and after visiting them, at Skelly's house, where they will be able to procure a guide. Two small round hills, composed of the compact grey limestone of the valley, denote the site of the old and new caves. The more easterly, which rises about 100 feet above the level of the mail-coach road, contains the more recently discovered and more interesting cave, and now the subject of description. The entrance is about midway up the hill, and the passage from this to the first chamber 100 yards. For the first ten yards it is only four feet high, and declines at an angle of thirty degrees with the horizon; you then descend by a ladder fifteen feet, proceed for eight yards along an inclined plane, and on a level for the remainder of the passage. From the foot of the ladder, the height varies from four to seventeen feet, and the breadth averages nine feet. The floor of the passage is difficult

to walk over, being strewn with large blocks of limestone.

It leads into an area of about seventy or eighty feet in diameter, and thirty feet high. From this there are various galleries or passages leading into other chambers of various dimensions, of which at present fifteen have been explored; of these the principal are called the House of Commons, the House of Peers, O'Leary's Cave, O'Callaghan's Cave, Kingsborough Hall, the Altar Cave, the Closets, the Cellar, and the Garret. The stalactites depending from the roof of several of these caverns are exceedingly beautiful, assuming every variety of form and every gradation of colour; in some places uniting with the stalagmites rising from the floors, and forming beautiful columns of spar, and in others spreading into thin, transparent surfaces, resembling elegant drapery tastefully disposed in the most graceful folds. In some of the chambers the stalagmites rise in the form of massive pyramids, ornamented at the base with successive tiers of crystallizations of the most fanciful forms; and in others in columns resembling those of the Giant's Causeway. In several places are small pools of limpid water between large masses of rock. The extent of the cavern, including the various chambers, is from 700 to 800 feet in length, and about 570 in breadth; and the depression of the lowest chamber beneath the level of the entrance about 50 feet.

It will require at least two hours to see the caves even in the most cursory manner; but, apart from the geological interest, the admirer of subterranean scenery will find employment even for a whole day.

Resuming our route to Mitchelstown, at ten miles from Caher, and a mile to the right, in another of the glens which diversify the southern sides of the Galty mountains, is the *Mountain Lodge*, which, till 1852,

belonged to the Earl of Kingston. It is now the property of the Irish Land Company. The *Lodge* is picturesquely situated, commanding various views of the stream which waters the glen, and of the extensive plantations which beautify and surround it. Passing, at twelve miles from Caher, through the village of Kilbeheny, with its neat modern church, we soon reach

MITCHELSTOWN,

pleasantly situated close to the demesne of Lord Kingston, whose extensive plantations beautify and shelter it, and in the centre of a rich and diversified country, bounded on all sides by lofty mountain ranges.

The town consists of two main streets, George-street and Cork-street, which are nearly parallel to each other; with various smaller streets intersecting them at right angles. The principal business is carried on in Cork-street, George-street being in a state of dilapidation.

At the weekly markets and periodical fairs, a good deal of pigs, cattle, and agricultural produce are disposed of; and there is a considerable retail business carried on in the town. It contains a handsome church, and a R. C. chapel; a branch of the national bank, a sessions-house, and several schools. In the vicinity is a small bleach-green; and, in the suburbs, are a great number of wretched cabins. The square, which is spacious, and a novelty in our small towns, contains, with some good houses, the large hotel, the principal entrance to the demesne, and the building usually called the College, which was founded and endowed by James, Earl of Kingston, for the support of twelve reduced gentlemen, and sixteen gentlewomen, who, in addition to their house and garden, have each forty pounds a year. A chaplaincy, with £120. per

annum, house, &c., is attached to the institution. But the principal attraction of Mitchelstown is the residence of the proprietor, the Earl of Kingston, the largest and best of our modern castles. It was built in 1823, from the designs of Messrs. Paine, of Cork, on a site which commands extensive views of the splendid mountain scenery and princely territories, which, till very lately belonged to it; and from many parts of the surrounding country, the towers and battlements of this massive pile are seen rising over, and mingling with the surrounding woods. The park, which is watered by the Funshion, the gardens, offices, and other appurtenances of this magnificent residence, are also on an extensive scale. No difficulty will be found in gaining admission to the grounds, by application at the gate; and the interior of the edifice, which is not unworthy of its exterior appearance, can also be seen by application at the castle.

Mitchelstown formed part of the extensive possessions of the White Knight, who erected the first castle here, in the seventeenth century; and through whose only daughter, Margaret Fitzgerald, this vast estate descended by marriage to the noble family of King. But this territory, within these two years past, has been reduced to less than one-half of its original area.

The Galty mountains are easy of ascent from Mitchelstown, and from their summits, magnificent views are obtained of the neighbouring mountain ranges, valleys, and country around, particularly of the fine glen of Aherlow, which is ten miles in length, and holds a course parallel to the valley lying between Mitchelstown and Cahir. The Galty mountains are certainly the finest of our inland ranges, whether we regard their elevation, their appearance, their formation, or the generally fertile nature of their surface. Galtymore, their highest summit, rises to

an elevation of 3,008 feet above the level of the sea.

Killee House, the residence of Mr. Montgomery, adjoins the western boundary of the demesne of Mitchelstown; and seven miles from the town, on the road leading to Doneraile, is the village of Kildorrery, a remarkable object, from its elevated site.

The road from Mitchelstown to Fermoy lies across the ridge forming the western boundary of the Kilworth hills, on which are the conspicuous ruins of Caherdriney castle. From the ridge, extensive prospects are obtained of the country lying to the west of Mitchelstown, and of the fertile valleys which penetrate the more elevated moorlands.

The small town of

KILWORTH,

which our road leaves about quarter of a mile to the left, is situated near the southern termination of the mountain range which bears its name. It contains an ancient parish church, and a commodious R. C. chapel. The town forms part of the estate of the Earl of Mountcashel, whose demesne, *Moore Park*, adjoins it. The mansion is a large, plain structure, commanding a view of a great extent of the valley of the Blackwater, of the town of Fermoy, and of the rich and beautiful country lying around it. The demesne—one of the most beautiful in the south of Ireland, as regards soil, surface, trees, and scenery—is watered by the Funshion, here a fine stream, running through the lower part of the grounds, and falling into the Blackwater a little below the town. The picturesque ruins of Cloghlea Castle are also in the demesne, and form a striking feature in the lovely valley which is watered by the Funshion, across which the road from Kilworth to Fermoy is carried; and above the

river are the ruins of Ballyhindon Castle.

There are several extensive corn-mills along the river, and the immediate scenery is adorned by various neat villas. Above the town, the Funshion flows through a pretty valley, to which we will have occasion to refer in our succeeding numbers; and below the town is Arraglin, to which we have already adverted. About three miles east from Kilworth, on the banks of the Arraglin, is *Castle Cooke*, the residence of Mr. Collis.

On leaving Kilworth, we cross the valley watered by the Funshion, and proceed across a rich and well cultivated tract of country, to

FERMOY,

which is pleasantly situated on the Blackwater, one of the finest of our rivers, here dividing the town into unequal parts; the larger of which is on the southern bank of the river, where the principal business is carried on.

On the north side of the river are the extensive infantry barracks, forming two distinct squares, called the east and west barracks. The former occupy three sides of a quadrangle, 800 feet in length by 700 in breadth. The latter are similar in arrangement, but somewhat less extensive. In the rear of the eastern quadrangle are the small barracks for cavalry, with all the hospitals and other appurtenances necessary to so large a military establishment. We had almost omitted to add, however, that the west barracks have lately been converted into the district union workhouse. The town is regularly laid out, and contains several good streets, in which are numerous respectable retail shops. There are several large flour-mills along the side of the river, with a large brewery and tan-yard, &c., and branches of the National and Provincial banks. The weekly

markets are well attended, and a good deal of agricultural produce is disposed of. There is a commodious inn, at which post-horses and carriages can be obtained. The court-house occupies an appropriate situation in the centre of the town. The church and chapel are large buildings, and occupy conspicuous sites. The college, nunnery, and Roman Catholic schools are remarkably situated on the high grounds rising over the town; and the small Presbyterian and Methodist meeting-houses are in different parts of the town.

The modern parts of Fermoy occupy the limited portion of level ground here lying on either side of the river; the sides and summits of the fertile hills which lie around the town, and limit this portion of the valley, are adorned with villas, and their accompanying plantations. *Fermoy House*, which is a handsome structure, with its enclosed grounds, is on the right bank of the river. The barracks crown the heights on the left bank of the river, and, from their elevation and magnitude, form a remarkable feature for many miles around. From the bridge, all these objects are seen to advantage, as also the fine river meandering through the rich valley, for a considerable distance above and below the town.

Fermoy and its immediate vicinity is a proof of what may be accomplished by individual exertion and perseverance. When, in 1796, this estate came into the hands of the late Mr. John Anderson, it consisted of a carman's inn, a few wretched cabins, and the whole surface covered with furze. In thirty years from that period, it became a well-built flourishing town, with its neighbouring villas, and well-tilled farms; but such is the mutability of human affairs, that this property has passed from Mr. Anderson's family into the hands of Sir Robert Abercrombie, Bart.

From the heights around Fermoy, views are obtained of the town, of the fine broad river winding through the rich valley, and generally of the banks of this part of the Blackwater, and of the country around.

The country around Fermoy is beautifully varied by hill and dale; the soil, too, is generally fertile, and comparatively well cultivated. Above the town, the valley of the Blackwater is bounded on the south by the Rathcormack and Nagles mountains; the crest of the latter, Knockinskeagh, attaining to an elevation of 1,388 feet above the sea; on the opposite side, though the banks are sufficiently high to characterize the valley, they are less elevated. Below the town, the left banks blend with the hills which separate the valley of the Blackwater from the narrow tract of Arraglen; and on the right side the banks connect with the high table-land, which stretches southward to the valley of the Bride.

The banks of the Blackwater have been attractive both in ancient and modern times, as the numerous new and old residences abundantly prove; and on many of the promontories and precipices along this delightful river are still to be seen the mouldering remains of its ancient castles. About eight miles above Fermoy, on the left bank of the Blackwater, are the extensive ruins of Bridgetown Castle, which was founded in the twelfth century. Like the generality of monastic establishments, the abbey was built in a rich, peaceful vale, where the Awbeg—called by Spenser the Mulla—mingles its currents with the Blackwater. Five miles from the town, on the same side of the Blackwater, and adjoining the small village of Ballyhooley, which contains a church and R. C. chapel, is *Conramore*, the seat of the Earl of Listowel. This delightfully-situated demesne commands fine views of the Blackwater, of the Nagles mountains, and of the woods

lying along their base. The ruins of the ancient castle of Ballyhooley, formerly one of the principal fortresses of the Roches, are in the demesne; and beyond *Connamore* is *Renny*, once the occasional residence of Spenser. *Gurteen* is opposite to *Connamore*. Nine miles from Fermoy, and four from Ballyhooley, is the hamlet of Castletownroche, situated on the Awbeg—the Mulla of Spenser—a little above its confluence with the Blackwater. *Castle Widenham*, the residence of Mr. Smith, is picturesquely situated on the banks of the river, and commands an extensive view of the country around. The keep of the old castle of the Roches, lords of Fermoy, has been incorporated with the modern building; and the whole, from its situation, and the woods which embosom it, has a fine effect from many parts of the surrounding country. A mile and a-half to the north of the village is *Annesgrove*, the seat of Lieut.-General Annesley, which is also on the banks of the Awbeg and Glenamore; and *Annakissy* is on the road to Doneraile.

Castle-Hyde, till lately the seat of the Hydes, is within a mile of Fermoy. This fine demesne, now including the villa of *Cregg*, occupies a long reach of the banks on either side of the Blackwater; its plantations are extensive, and the park occupies a considerable range of the acclivities of the Nagles mountains, including the romantic glen a little above Fermoy. The mansion, which is a large structure, is pleasantly situated on the banks of the river. In the demesne are the parish church and the ruins of *Cregg* castle. Adjoining *Castle-Hyde* is the villa of *Ashfield*; and *Grange-Hill*, the residence of Mr. Austin, is near the town.

Below the town, on the banks of the *Blackwater*, is *Mount Rivers*—Mr. Hendley, and near it are the picturesque ruins of *Carrigabrick* and *Liclash* castles. At four miles

Carey's Ville, Mr. Carey, which occupies the site of Carey's castle; *Strawhall*, Mr. Carey, and *Rockville*. At five miles, on the road leading to Lismore, and on the right bank of the river, is *Kilbarry*, and on the left *Kilmurry*. At seven miles, and beautifully situated on the left bank of the river, is *Maccollop*, the seat of Mrs. Barry. This place is famous for the extent and excellence of its cider orchards.

The village of *Glanworth* is five miles from Fermoy, on the road leading to Limerick, and the country between it and Fermoy is at once beautiful and fertile. Within a mile of the village, and close to the road, the cromlech or druidical altar of *Labacally* is passed.

Glanworth is situated in the rich valley which is watered by the *Funshion*; and near it, on a rocky eminence rising over the river, are the extensive and interesting ruins of *Glanworth Castle*, the ancient seat of the Roches. Near the castle are the ruins of an abbey founded in 1227, by the Roches, for Dominican friars; and under the walls of the former is a holy well, which is held in great veneration by the peasantry. These ruins are very beautifully situated, and are seen to great advantage from the banks of the *Funshion*, near the rectory, in approaching the town.

Glanworth contains a church and chapel; the glebe-house adjoins the town, and *Ballyclough*, the seat of Mr. Barry, is about two miles to the east of it. The village of *Rockmills* is about three miles from *Glanworth*, on the Limerick road—*Rockmills Lodge* adjoins the village. Close to the village are two flour-mills.

Arraglen is a narrow valley lying between the *Kilworth* mountains and the hills which form the left bank of the *Blackwater*. The foot of the glen is about two miles from Fermoy. The glen, which is in many places romantic and pictu-

resque, is about eight miles long—its breadth very narrow. Its banks are in many places well covered with copsewood. It is watered by a pretty stream, which bears its name, and falls into the Blackwater under Kilworth, being previously augmented by the Douglas river. *Castle Cooke*, the residence of Mr. Colles, with its surrounding woods, is on the right bank of the glen, and six miles from Fermoy. The ruins of *Douglas House*, the residence of the St. Georges, the former proprietors, is within three and a-half miles of that town. The last of the St. Georges who resided here was murdered in the glen in the rebellion of 1798; and from the Earl of Kingston, his successor by right of purchase, the property has just passed away.

From Fermoy to the small town of

RATHCORMACK,

the road runs across the high tract of country lying between the valleys of the Bride and Blackwater, both rivers running eastward and in nearly parallel directions. We leave the limestone at Fermoy and enter the sandstone formation, which extends generally from the valley of the Blackwater to the valley of the Lee. We pass the Rathcormack hills on our right, whose eastern slopes are covered with the young plantations of Mr. Cliffe, the opposite side of the valley being adorned with those of Sir R. Abercrombie, Bart.

The small town of Rathcormack is situated near the Bride, the river which carries down all the waters from the surrounding height to the sea. The town principally consists of one street, through which our road runs, and contains a church, chapel, small Methodist meeting-house, with one or two schools; and at a short distance from the town, a small inn, where cars can be hired. Adjoining the town is *Lisnagar*, the

seat of Lord Riversdale. The mansion is a handsome structure, and the limited but well-planted demesne adds considerably to the ornament of the town.

Kilshannig, the seat of Mr. Roche, is about a mile from Rathcormack. The mansion occupies the summit of a verdant bank which rises over the Bride, and, with its plantations, forms a conspicuous feature in the landscape.

Seven miles south-west from Rathcormack is the neat village of Glenville. It is situated in the upper part of the valley of the Bride, and also near the source of that river, and contains a church and chapel. A large tract of waste but highly improvable land lies around the village, particularly along the base of the Nagles mountains; and on the high grounds connecting with the right bank of the Bride are Bridestown and Kildinan, and one or two other farm villas. Kildinan is the farm of Mr. Dargan, where extensive improvements are in progress.

Two miles east from Rathcormack, in the valley of the Bride, is the small town of Castlelyons, containing an ancient church, a R. C. chapel, which is in the vicinity of the town, and the ruined castle of the former Earls of Barrymore, who were lords of the soil for many miles around. Close to the town is the residence of the rector, *Castlelyons House*, and in its neighbourhood are *Kilcor Castle*, *Ballyroberts Castle*, *Maghera House*, *Tervermore House*, and *Coole Abbey*, the residence of Mr. Peard. There are one or two large flour-mills in the vicinity of the town.

The village of Watergrass-hill is five and a-half miles from Rathcormack, on the high road leading from Fermoy to Cork. It occupies the summit level of the cultivated part of the district, and contains a chapel of ease to the parish church, and a large R. C. chapel. The want of

thorn fences, and the backward state of the culture in the elevated country around this village, give it a very desolate appearance. A little to the east of the town is the hill of Knockacamacree.

A mile and a-half from Watergrass-hill is *Mitchel's-fort*, the seat of Mr. Brazier. From it the road descends, at an easy rate, to the valley of Glanmire; and in proceeding, commands prospects of the surrounding country, as also of the lateral valleys which unite with, and carry to Glanmire their tributary streams.

Glanmire is seven and a-half miles from Watergrass-hill; it is the narrow, sheltered valley, or rather glen, which, with the citizens of Cork, is a place of great resort. This glen we have noticed in No. 10, p. 104.

From Rathcormack to Middleton we proceed through a series of upland valleys and glens, which diversify the range of sandstone hills lying between the valley of the Bride and the plain extending from Cork to Youghal. The hills are

monotonous; but many of the glens by which they are traversed are deep, narrow, and, where planted, very picturesque.

At seven miles from Rathcormack, *Leadinton*, the residence of Mr. Atkins, is passed, near the road on the east; and *Leamlara*, that of Mr. Barry, romantically situated in one of the beautifully planted lateral glens, which add so much to the interest of this hilly district, is also passed at two miles on the west.

At the cross-roads leading to Cork, by *Leamlara*, we enter the wooded glen of Ballyedmund, through which we continue for about three and a-half miles, enjoying, for that distance, the companionship of the Owencarra stream. The fine mansion of *Ballyedmund*, which we have already noticed in connexion with Middleton in No. 56, occupies an elevated position on the bank which unites it with the chain of hills running from Cork to Youghal, and, with its plantations, is a remarkable feature from Middleton and the adjacent country.

No. 58.—DUBLIN TO MIDLETON.

THIRD ROAD—BY KNOCKLONG AND MITCHELSTOWN.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Middleton.
Dublin,	—	—	159½
Knocklong, by Rail, as in No. 10, p. 76,	—	117½	42½
Ballylander, by Road,	5½	123	36½
Mitchelstown,	8	131	28½
Kilworth,	6½	137½	22
Fermoy,	3½	141½	18½
Rathcormack,	4½	145½	14
Middleton,	14	159½	—

This is the shortest way of reaching Mitchelstown; but the road is hilly, and the conveyances from Knocklong are at present uncertain. Mitchelstown and Fermoy conveyances run daily between these towns

and the railway station of Knocklong.

From Knocklong to Mitchelstown the road lies through the valley which separates the Galty mountains from the Castle Oliver hills;

and, on leaving the station, *Ballywire*, the residence of Mr. Bolton Massey, and *Castle Creagh*, that of Mr. Bennett, are passed at about four miles to the east.

At the village of Ballylanders, we also leave that of Galbally about three miles to the east; the latter is situated near the western end of the Glen of Aherlow, and is the best way of reaching, from this point, that interesting portion of Irish scenery.

From Ballylanders, the road skirts the western base of the Galties, affording views of that fine mountain

range, passing, at about three miles, the hamlet of Anglesborough, close to which is *Massey Lodge*, the shooting box of Lord Massey. These places are situated on the sides of the Galty mountains.

Crossing one of the elevated ridges by which the Galty mountains here gradually blend with the surrounding plain, we command extensive prospects of the valley stretching along their southern declivities, of the Knockmealedown mountains and Kilworth hills, lying to the south, and soon reach Mitchelstown.

No. 59.—DUBLIN TO KILLARNEY.
BY RAIL.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Killarney.
Dublin,	—	—	186
Mallow, as in No. 10, p. 76,	—	145	41
Banteer Bridge,	11½	156½	29½
Millstreet,	8½	165	21
Killarney,	21	186	—

The railway from Mallow is now the great road to Killarney. Previous to its extension, many were the roads to that far-famed locality, and all of them necessarily leading through many miles of bleak, barren, uninteresting, though mountainous country. Now, by the railway, that description of country, which here, in a scenic point of view, is not devoid of interest, is soon ran through, and not only affords a contrast to the better lands we have passed, but a prelude to the magnificent scenery which quickly follows.

This line to Killarney not only opens up extensive portions of the more remote parts of the county of Cork, hitherto difficult of access; but by it and the extension to Tralee, for which a bill has been obtained, all the more distant portions

of Kerry will be brought into more immediate connexion with the other parts of the kingdom.

In connexion with Mallow, No. 10, p. 90, we have generally described the valley of the Blackwater from that town up to Banteer, where, strictly speaking, the valley may be said to terminate, and the river to lose its charms; as, from its source to Banteer, it flows through a dreary and but partially cultivated moorland plain.

On leaving the Mallow station and crossing the viaduct, the Killarney line keeps the right bank of the Blackwater, sweeps along the base of Mount Hilary, and soon reaches

BANTEER,

where the road leading to the small towns of Kanturk and Newmarket

branches off—the latter being eight, and the former four miles from the station.

At one and a-half miles from Banteer bridge, on the left bank of the Blackwater, is *Rosnalee*, the seat of Mr. W. Leader, and at four miles *Dromagh Castle*, that of Mr. N. Leader. From Banteer, also, the road from Kanturk to Cork, running through the glen which separates Mount Hilary from the Boghra mountains, branches off; and here that remarkable change in the nature and character of the country above referred to commences.

From this point the railway keeps generally along the base of the mountains which trend away to Killarney, increasing in height and in grandeur as they approach and encircle that enchanting locality; while the accompanying plain, through which our line lies, decreases alike in a pictorial and agricultural point of view.

The Millstreet station is about a mile from that little town. The latter is romantically situated at the head of the glen lying between the Boghra and Caherbarna mountains, and through which the road to Macroom runs. It contains a comfortable little inn, where conveyances can be hired; also a small infantry barrack, church, chapel, sessions-house, and several shops; the auxiliary workhouse, occupying the summit of an adjacent bank, is a conspicuous feature. Close to the town are *Drishane*, the seat of Mr. Wallis; *Mount Leader*, that of Mr. Leader; and *Coomlogane*, the villa of Mr. O'Leary. The plantations of these places, covering a considerable extent of surface, encircling the little town, and ascending the mountain sides, add much to the appearance of this remote locality.

From Millstreet to where the railway enters Glen Flesk, the line is generally along the base of the Caherbarna mountains, which at-

tain to a height of 2,239 feet, and through the dreary moorland district to which we have already adverted. In this plain, which extends far to the west and north, the experienced agriculturist will readily perceive the great amount of remunerative improvement which might be readily effected, while all must observe and commiserate the wretched state of the dwellings, and the consequent misery of the occupants.

At seven miles from Millstreet the Awnaskirtaun stream, here forming the conterminous limits of the counties of Cork and Kerry, is crossed; it flows into the Blackwater at Duncannon bridge, which is near to the rail, and where the road to the crown lands and village of Kingwilliam's-town branches off—the latter lying about eight miles to the north.

Twelve miles from Millstreet we enter the valley of the Flesk. Here the scenery changes—the eye no longer wanders over the seemingly illimitable expanse of dark and dreary moorland; but is confined to the narrow limits of the valley on the one hand, and to the precipitous and picturesquely broken outlines of the Killarney mountains, which succeed to the less varied and domical outlines of Caherbarna on the other. From this, too, we have the companionship of the Flesk river, one of the principal tributaries to the lakes, and views of the mountains, which rise in magnificent array, summit over summit, from the lesser Croghane to the towering peaks of Carrantuohill.

Sweeping through the romantic and picturesque valley of the Flesk, we also obtain a view of *Glen Flesk Castle*, the seat of Mr. Coltsman, which crowns the wooded hill of Drumhoumper; and, from its elevation and position, seems, from every point of view, to preside over the magnificent scenery of Killarney.

Close to the railway station,

which is on the north side of the town, and on an elevated open space, is the Railway Hotel. It occupies an elevated airy site, and under the company's management, will, doubtless, be productive of many advantages to the public, and the means of rescuing them from many annoyances with which they are inflicted.

The first object of inquiry with strangers, on arriving at Killarney, is, naturally, the hotels—of these there are three in the town—the Railway Hotel, already noticed, which is close to the station, and the Kenmare Arms and Hibernia, which are in the Main-street, and immediately opposite the church. There are four in the vicinity of the town—the Victoria, which is about a mile to the west of the town, on the shores of the Lower Lake; the Lake View, which is about the same distance to the east of the town, and also on the shore of the Lower Lake; the Muckross, about two and a-half miles, and near the Muckross Lake; and the Torc, which occupies an elevated site about a mile and a-half from the town, on the hill which rises immediately over the Lake Hotel.

The four last named, which are in the vicinity of the town, are large commodious buildings. The Railway Hotel is one of the largest provincial inns yet erected in this country; and the Kenmare Arms and Victoria are small, and as conveniently arranged as the

wretchedly constructed and badly situated buildings will admit of.

Conveyances are in attendance, on the arrival of the trains at Killarney, to convey passengers to the different hotels, where cars, boats, and guides are always in readiness.

On arriving at the hotel, we would recommend the tourist to consult our map and refer to the following explanatory tables. A few minutes spent in this way will convey to his mind a better idea of the nature and extent of the lakes and mountains of Killarney, with their relative distances and positions, than a volume of the most accurate description. It will also enable the tourist to make such arrangements as may best suit the state of the weather and the country, his time, his views, inclinations, and convenience; for, in such a variable climate as ours, and particularly at Killarney, there are many days, and even portions of days, which, if not suited to boating on the lakes, are fitted to driving around their shores; and, if not calculated for climbing the higher summits, are well adapted for ascending the lower elevations, or *vice versa*; and thus, not only an economical and useful appropriation of time may be adopted, but the disappointments arising from the conflicting, confused, and sadly exaggerated statements of waiters, boatmen, buglers, and guides, as to heights, areas, and distances, &c., may be obviated.

No. 1.—Areas of the Lakes.

	A.	B.	P.
Lough Leane, or Lower Lake,	5,001	0	30
Muckross, Torc, or Middle Lake,	680	1	5
Upper Lake,	430	0	0
The Long Range,	120	3	16
Amount of the Areas of the Lakes,	6,232	1	11
Amount of the Areas of the Tomies or Purple mountain,	6,560	0	0

No. 2.—Greatest Lengths and Breadths of the Lakes.

LOWER LAKE.			
Length,	Miles. 5	Breadth,	Miles. 3
MIDDLE LAKE.			
Length,	Miles. 2	Breadth,	Miles. 1
UPPER LAKE.			
Length,	Miles. 2½	Breadth,	Miles. 0½
RIVER BETWEEN THE MIDDLE AND UPPER LAKE.			
Length,	Miles. 2½		

No. 3.—Islands in the Lower Lake, their Areas, and Greatest Lengths and Breadths.*

		Greatest Length.	Greatest Breadth.	Area.	
		Percches.	Percches.	A.	R. P.
1	Brown, or Rabbit Island,	76	40	12	0 85
2	Lamb Island,	36	11	1	2 19
3	Heron Island,	12	10	0	1 9
4	Imnisfallen Island,	88	82	21	1 34
5	Mouse Island,	8	6	0	0 13
6	Cherry Island,	34	12	1	0 27
7	O'Donohoe's Pigeon-House,	5	3	0	0 9
8	Boat-house Island,	12	5	0	0 36
9	Paddy Blake's,	10	4	0	0 16
10	Goose Island,	8	4	0	0 11
11	Stag Island,	24	12	1	0 22
12	Burnt Island,	20	15	1	2 16
13	Rough Island,	76	17	2	2 37
14	Island near Glenagh Cottage,	36	12	1	2 7
15	Otter Island,	6	4	0	0 17
16	Crow Island,	12	5	0	1 24
17	Swallow Island,	12	10	0	0 36
18	Elephant Island,	6	6	0	0 15
19	Jackdaw Island,	5	4	0	0 11
20	Yew Island,	11	8	0	2 17
21	Orow Island,	36	28	2	2 18
22	Ash Island,	12	9	0	2 7
23	O'Donohoe's Horse,	7	4	0	0 12
24	Carrigacocca,	6	3	0	0 8
25	Fir Island,	18	8	0	2 36
26	Friar's Island,	14	8	0	1 19
27	Gannet Rocks,	7	3	0	0 9
28	Juniper Island,	16	6	0	1 13
29	Gun Rocks,	8	4	0	0 20
30	Island between Glens Cottage and Gun Rocks,	32	12	1	2 7
Areas of Islands in Lower Lake,		-	-	52	1 0

* In this enumeration we have excluded Ross Island, which is, strictly speaking, a peninsula.

No. 4.—Islands in the Middle Lake, their Areas, and Greatest Lengths and Breadths.

		Greatest Length.	Greatest Breadth.	Area.		
		Pereches.	Pereches.	A.	B.	P.
31	Devil's Island,	10	6	0	0	14
32	Dinish Island,	116	84	34	2	1
33	Miss Plumer's,	4	4	0	0	13
34	Brickeen,	—	—	19	1	34
				54	0	22

No. 5.—Islands in the Upper Lake, their Areas, and Greatest Lengths and Breadths.

		Greatest Length.	Greatest Breadth.	Area.		
		Pereches.	Pereches.	A.	B.	P.
35	Island, near Stag's Island,	12	6	0	1	15
36	Stag Island,	20	12	1	0	26
37	Arbutus Island,	25	11	1	0	22
38	Eagle Island,	22	10	1	0	30
39	Ronayne Island,	18	11	0	3	34
40	M'Carty's Island,	12	8	0	2	1
41	Duck Island,	8	4	0	0	25
42	Robinson's Island,	12	10	0	2	17
Areas of Islands in Upper Lake,				6	0	10

No. 6.—Extent of the Excursions usually made around the Lake, with the Distances of the more important objects, one from another.

EXCURSIONS, PROCEEDING SOUTHWARDS, BY MUCKROSS AND THE UPPER LAKE, ETC.

	M.F.	M.F.		M.F.	M.F.
Killarney,	—	—	Gap Cottage, near the head		
Muckross Hotel,	—	2 5	of Gap of Dunloe,	3 0	14 6
Muckross Abbey,	0 6	3 3	Dunloe Castle,	4 4	19 3
Torc Cottage,	1 0	4 3	Beaufort Bridge,	1 0	20 2
Derrycunihy Cascade,	2 4	8 7	Royal Victoria Hotel,	4 1	24 3
Galway's Bridge,	0 8	9 2	Killarney,	1 8	25 6
Lord Brandon's Cottage,	2 4	11 6			

EXCURSIONS, PROCEEDING WESTWARDS, BY BEAUFORT BRIDGE AND THE GAP OF DUNLOE, ETC.

	M.F.	M.F.		M.F.	M.F.
Killarney,	—	—	Galway's Bridge,	2 4	16 4
Royal Victoria Hotel,	—	1 3	Derrycunihy Cascade,	0 3	16 7
Beaufort Bridge,	4 1	5 4	Torc Cottage,	4 4	21 3
Dunloe Castle,	1 0	6 4	Muckross Abbey,	1 0	23 3
Gap Cottage, near the head			Muckross Hotel,	0 6	23 1
of Gap of Dunloe,	4 4	11 0	Killarney,	2 5	25 6
Lord Brandon's Cottage,	3 0	14 0			

No. 7.—Heights of the principal Mountains around Killarney.

		Feet.
Carrantuohill, } Mac Gillicuddy's Reeks,	.	3,414
Caher, }	.	3,200
Mangerton, .	.	2,756
Devil's Punch-bowl (small lake on Mangerton), .	.	2,206
Torc, .	.	1,764
Purple Mountain, .	.	2,730
Tomies, one of the lower summits of the above, .	.	2,413
Eagle's Nest, .	.	1,108

No. 8.—Distances from Killarney to the principal Cascades.

	Miles.
O'Sullivan's Cascade, by Ross Castle and across the Lake, .	4½
Torc Cascade, by road, from Killarney, .	4½
Esknamucky Cascade, by road, .	6½
Derrycunihy Cascade, by road, .	8½

GENERAL DESCRIPTION OF TOWN AND VICINITY.

Assuming, for the purpose of general description, the Purple or Tomies mountain, as it is also called, as the nucleus around which the town, lakes, mountains, and environs of Killarney lie, we may observe that the town, which contains a population of 7,000 inhabitants, 870 houses, and covers an area of ninety-eight statute acres, is situated about a mile and a-half from the north-east margin of the Lower Lake; and occupies a portion of the low and flat tract of land that stretches along its northern and eastern shores. It mainly consists of two good streets, off which branch several poor lanes and alleys. The principal streets and several parts of the outlets are respectably inhabited, many being induced to locate here from the beauty of its vicinity. In the summer and autumn, from the influx of strangers, the town presents a gay and animated appearance; but during the spring and winter months it is very dull, no business beyond the retail trade of the surrounding poor district, and the very limited sales of agricultural produce at the weekly markets, being carried on. High-street is the principal one in the town; it contains the parish church,

a low, plain building, the two hotels, the Kenmare Arms and the Hibernia, already noticed, the club-house, and reading room which is open to strangers, and the market-house and assembly-rooms.

The R. C. chapel, which is situated in New-street, is a low, plain building, of no architectural pretensions; but the new cathedral, from designs by Pugin, at the west end of the town, is an imposing structure. The Methodists have also a place of worship in the town near the R. C. chapel in New-street. There is a nunnery of the Presentation order, and in the school attached to it, 400 girls are educated, to the support of which Lord Kenmare, the proprietor of the town, contributes annually £100, and clothes thirty of the girls. There are also a fever hospital, dispensary, and alms-house, endowed by Lady Kenmare; a court-house, where the petty and quarter sessions are held, and a bridewell. There are also a small brewery, a corn-mill, and stores of considerable extent; and in the town a small trade is carried on in the manufacturing of snuff-boxes and toys from the wood of the common arbutus (*Arbutus unedo*), and the antlers of the hart or red deer (*Cervus claphus*).

In the extensive natural woods and fastnesses of Killarney, the red deer still finds a home; and Killarney and Glengarriff, with the districts immediately adjacent, are the only places in the British empire where the common arbutus is found in a wild state.

Kenmare House, the seat of the Earl of Kenmare, the principal proprietor of the district, adjoins the town. The grounds attached to the mansion, or as they are termed in Ireland, the demesne lands, extend from the town to the Lower Lake, embracing Ross Island, or more correctly, the peninsula of Ross. The mansion is a plain, commodious, and somewhat quaint structure, not appertaining to any particular style. The demesne, which is very extensive, and occupies a large, low, and level space between the town and the lake, does not contain any very fine timber; but the pleasure-grounds around the house, which are laid out in the old formal style, are well worthy of a visit; and, besides, it possesses what will be interesting to many, a fine collection of the more hardy coniferous trees. From a portion of the pleasure-ground called Knockrier hill, which lies a little to the west of the house, and to which strangers have access by the western gate, near the new R. C. cathedral, a magnificent view is obtained of the Lower Lake, its islands and surrounding mountains. This view is much enhanced by the rich foreground of shrubs over which we look.

The deer-park belonging to this fine residence is a little detached. It occupies a considerable extent of the bank which rises over the town; is watered by the Deenagh, one of the tributaries to the Lower Lake, and its surface, which is finely diversified, commands extensive views of the beautiful country around. Speaking of this demesne Mr. Inglis truly observes: "It is altogether lovely—its lake and mountain views

and vistas are beyond praise. I think I have never beheld any thing more captivating than the vista from the dining-room windows, when the declining sun, streaming from above the mountain tops, falls slanting on the lake, and on the bright-veiled lawn that stretches to its shore."

Adjoining Lord Kenmare's deer-park, and forming a continuation of the same elevated bank, is *The Park*, the seat of Mr. Cronin, which, from its elevation also commands extensive views of the Killarney scenery.

The various seats and other remarkable features, which contribute so much to the beauty and interest of the shores of the Lower and Middle Lakes, we purpose noticing in detail in our description of the scenery connected with the excursions around them.

THE LAKES, RIVERS, CASCADES, AND ISLANDS OF KILLARNEY

are Lough Leane, the Lower Lake; Muckross, or Torc, or the Middle Lake; and the Upper Lake.

The Lower and Middle lakes are on the same level, and only separated by a narrow peninsula, projecting from the mainland at Muckross, to within a short distance of Dinish island, the connecting parts being, by either end of the isolated point of the peninsula, called Brick-keen island. The Upper Lake is two miles distant from the head of the Middle Lake in a direct line; and about two and a-half miles, following the windings of the river, which is the channel of communication, and five feet higher in its level above the sea. It is separated from the Lower Lake by the Purple mountain, and is completely encompassed by it, and the more southerly hills, and fed by various mountain streams, one of which forms, in its descent, the fall of Derrycunihy; another flows from the glen of Commenduff, passing under what is called Lord

Brandon's cottage. The Middle Lake, in addition to the surplus waters of the Upper, receives the overflowings of the Devil's Punch-bowl, and other streamlets from Mangerton, which in one body are precipitated over a high ledge of rocks, a little above Mr. Herbert's cottage, and form the Torc Cascade. The Lower Lake is also supplied by the Muckcross river and the Flesk; the latter falls into it about one mile from the town, and is the only river of any importance which runs to Killarney. It bears along, the streams running into the long valley of Glen Flesk. The Deenagh rivulet also discharges its waters a little to the west of the town; and on the south side, among the mountain streams, may be noticed the largest, which forms O'Sullivan's Cascade. The only outlet is at the west end of the Lower Lake, where all the surplus waters, in considerable volume, are discharged by the river Leane, into the head of Castlemaine bay, one of the most beautiful of the many arms of the Atlantic which penetrate our western coast. Thus, all the rills that rush down and furrow the sides of the lofty surrounding mountains, and all the streams that flow through the intervening valleys, glens, ravines, and dells, fall into the lakes of Killarney, the catch-water basin of the district.

Although we have in the preceding tables enumerated and given the areas, greatest lengths and breadths of thirty islands in the Lower Lake, yet, excluding Ross, which is, strictly speaking, a peninsula, there is only one—Innisfallen—deemed worthy of any particular notice. With the exception of the Rabbit island, the remaining twenty-eight are very small. Yet, tiny though they be, they serve, from their grouped and scattered positions, shapes, and varied surfaces, to break and diversify the otherwise bleak expanse of water.

There are twelve small rocky islets enumerated in the Upper Lake; and although individually their size is trifling, yet they bear a fair proportion to the limited space of water by which they are surrounded, and to the beauty of which they largely contribute. And though they are small, they have a fine effect from the beautiful shrubs which mantle them. Dinish island is the only one of any importance in the Middle Lake.

As the weather is not always suited to boating; and as there are many whose time and inclination do not admit of that mode of conveyance, we would recommend, even under the most favourable circumstances, all to make themselves acquainted with the relative extent and bearing of the Lakes and surrounding scenery, and that, too, by actual observation from the neighbouring heights, and not alone by a reference to the maps and tables.

By applying at the beautiful western entrance to Lord Kenmare's demesne, permission will be given to walk around Knockrier hill, which, as we have before observed, commands a fine view of the Lower Lake, its islands, and surrounding boundaries. This view is obtained more fully from the elevated grounds near the ruins of Aghadoe Church, which is only three miles from the town, as well as from many of the summits on the north side of the lake, and particularly from the gardens and other parts of the grounds of *Aghadoe House*, the splendid villa of Lady Headley.

From the rock over Torc waterfall, a delightful view is obtained of the Middle Lake, the peninsula of Muckcross, and adjacent mountains; but a much more comprehensive view is obtained from Drumrourk hill, which lies behind Muckcross hotel; and keeping the Kenmare road till we reach the new police barrack, we enjoy in detail the river, the Upper Lake, and the

sublime surrounding mountain scenery.

To see the Lakes of Killarney, however, and the mountains which lie immediately around them, we do not think it necessary to climb either MacGillicuddy's Reeks or the summit of Mangerton; for unless the day is fine, the sky clear, and no scientific object to be attained, apart from the mere views, the traveller will be but poorly recompensed for his time and trouble; besides, the lakes and surrounding shores, under the most favourable circumstances, are not seen to advantage from such a height—they appear as mere specks in the immensity of space. The relative position of the different mountains and sea-bays, however,—in short the topography of the surrounding country,—is fully disclosed; and in this respect, the views will amply gratify every admirer of natural scenery.

MOUNTAINS AROUND KILLARNEY.

The mountains which constitute the more remarkable features around Killarney, and which are rendered so difficult of comprehension by the various names given to their summits, may be thus simplified:—

Standing on any of the more elevated grounds on the north side of the town of Killarney, a chain of mountains of about forty statute miles in length will be seen stretching from Millstreet, past Killarney, towards Valentia. Beginning on the east with those more immediately connected with our present object, is Crohanne, a conical mountain, separated from Mangerton by a narrow glen. Secondly, Mangerton, presenting an immense outline, and its northern side broken by several crater-like hollows, the more remarkable of which are the Devil's Punch-bowl, and the Glen of the Horse. Thirdly, Torc, a conical detached mountain, separated from Mangerton by the valley

in which the old road to Kenmare runs, and from the Purple mountain by the glen through which the river, connecting the Upper with the Lower Lake, flows. Fourthly, the Purple mountain, which stretches along and forms the southern boundaries of the Lower Lake, including the lofty summits of Glena and Tomies, and forming, as it were, the axis round which the principal features of Killarney are arranged. In its breadth it occupies the space between the Upper and Lower Lakes. The Purple mountain is separated from MacGillicuddy's Reeks* by the Gap of Dunloe. And fifthly, MacGillicuddy's Reeks, which blend with the distant mountains running westward to Valentia.

The mountains lying immediately around Killarney are very imposing; Carrantuohill, the loftiest peak of MacGillicuddy's Reeks, and the highest summit in Ireland, being 3,414 feet above the level of the sea; Caher, another peak of the Reeks, is 3,200; Mangerton, 2,756; Purple mountain, 2,739, and Coom-enagh, 2,446. On the tops of several are small loughs, like those on Mangerton and the higher mountains in the range.

The summit of Mangerton is flat, and principally covered with a deep stratum of peat moss, which in the driest weather, is so wet as to be unpleasant to walk on. In common with the mountains of this district, various species of saxifrage are to be found along its sides. It has been carefully examined by several botanists, and the plants peculiar to it and the district will be found detailed at length in Mackay's *Flora Hibernica*.

The Purple mountain, which lies between the Lower and Upper Lakes, is so denominated from the purple hue it possesses, seen from almost

* Named from the proprietor, MacGillicuddy of the Reeks, whose residence is near the lower end of Lough Leane.

any quarter and under any modification of light. Although one of our commonest heaths, the *Erica cinerea*, covers a considerable extent of the mountain side; and when in flower, no doubt augments the purple hue, yet, the permanent colour of the mountain arises wholly from the rock of which it is composed.

TIMBER, PLANTS, &c., PECULIAR TO KILLARNEY.

Notwithstanding the vast extent of timber which must have been destroyed by the mining operations carried on here about sixty years ago, Killarney still presents one of the greatest ranges of natural forest extant in the kingdom; and these remnants of the primeval woods have of late years been considerably added to by the plantations connected with the various villas and demesnes which lie around the shores of the lakes, particularly the plantations connected with the fine seats of Mr. Herbert and Lord Kenmare. Of these, along the base of Glenna and Tomies, there is a great extent of the finest young oak woods in the kingdom.

The common arbutus (*Arbutus unedo*), is the only shrub peculiar to Killarney; it is also found at Glengarriff, and in other parts of the barony of Bere. It prevails to a great extent throughout the Killarney woods; in sheltered places attains to a great size, and by its foliage and fruit adds much to their interest and variety.

The yew, which is also met throughout the woods, has been

found in its indigenous state in many other parts of the kingdom, but nowhere in such abundance as at Killarney; and it is impossible to overlook the flowering fern (*Osmunda regalis*), the noblest and most striking of all the native ferns, which here grows in the greatest abundance. It may be seen in large quantities along the banks of the river which connects the Upper and Lower Lakes, rearing its noble fronds from six to ten feet in height. To these we may add the *Trichomanes speciosum*, the rarest of our British ferns, the habitat of which, we believe, is confined to Killarney.

Among the rarer of our indigenous animals, the red deer (*Cervus elaphus*), still finds a covert in the woods of Killarney, their only habitat in Ireland, except Erris; and the stag hunt still constitutes the principal sport of the lake district.

The rock of the valley of the Leane, which includes Killarney, and extends to Castlemaine bay, is limestone; the mountains around are of the red sandstone, and the rocks, of the coal formation.

LAKES AND CASCADES.

The Lower and Middle Lakes, which, strictly speaking, are one sheet of water, are bounded on the south by Torc mountain, which is backed by Mangerton; on the west by the Tomies and Glenna (undefined divisions of the Purple mountain); and on the east and north by flat shores, adorned with the seats and villas which constitute the environs of Killarney.

EXCURSIONS.

THE LOWER LAKE.

The tourists who stop in the town of Killarney usually meet their boats at Ross Castle, the principal point of embarkation on the Lower Lake. The road from the town to the

castle, which is about a mile and a-half, being beautifully shaded by the overhanging trees of Lord Kenmare's demesne.

Ross island, or rather peninsula, contains about 158 statute acres, and is connected with the mainland

by a causeway and bridge. In summer the morass over which the bridge and causeway are formed is dry; but in winter Ross is isolated.

“On this island, near the shore, stands Ross Castle, which held out so obstinately, under Lord Muskerry, in 1652, against the English, commanded by General Ludlow. Upon the 26th of July in that year, at Knocknidlachy, in the county of Cork, a battle was fought between Lord Muskerry, at the head of the Irish, and the Lord Broghill, commander of the English forces, in which the former were defeated with great slaughter, and the Colonel, MacGillicuddy, a native of Kerry, and greatly beloved by the Irish, slain. Upon this defeat Lord Muskerry withdrew to Ross Castle, whither he was followed by General Ludlow, with a body of 4,000 foot and 200 horse. This experienced officer and upright statesman thus describes the siege of Ross Castle:—

‘In this expedition I was accompanied by the Lord Broghill, and Sir Hardress Waller, Major-General of the foot. Being arrived at this place, I was informed that the enemy received continual supplies from those parts that lay on the other side, and were covered with woods and mountains: whereupon, I sent a party of 2,000 foot to clear those woods, and to find out some convenient place for erecting a fort if there should be occasion. These forces met with some opposition, but at last they routed the enemy, killing some and taking others prisoners; the rest saved themselves by their good footmanship. While this was doing I employed that part of the army which was with me in fortifying a neck of land, where I designed to leave a party to keep in the Irish on this side, that I might be at liberty, with the greatest part of the horse and foot, to look after the enemy abroad, and to receive and convoy such boats and other things necessary as the commis-

sioners sent us by sea. When we had received our boats, each of which was capable of containing 120 men, I ordered one of them to be rowed about the water, in order to find out the most convenient place for landing upon the enemy; which, they perceiving, thought fit, by a timely submission, to prevent the danger that threatened them; and, having expressed their desires to that purpose, commissioners were appointed on both parts to treat.”*

“The garrison of Ross Castle was greatly intimidated, and urged to a surrender, by the appearance of an armed vessel floating on Lough Leane; for there was a prophecy amongst the inhabitants, that the castle would not be taken until a vessel of war was seen to swim upon the lake. The fact is, that nothing would have been more improbable than that a ship of war should ever have appeared on the lake of Killarney; and had it not been for the unerring energy of Ludlow in the discharge of his trust, the long boats sent by the parliament to Castlemaine had never been hauled up shallow streams and carried over rugged tracts of land.

“The surrender of this castle terminated hostilities in Munster, and induced about 5,000 of the Irish to lay down their arms. The conditions of the treaty of Ross Castle were accurately fulfilled by parliament, by which Lord Broghill was granted £1,000 yearly out of the estates of Lord Muskerry.

“The castle, which was built by the family of O'Donohoe-Ross, is now an important ruin, standing upon a rock; it consists of a lofty, square building, with embattled parapets, formerly enclosed by a curtain wall, having round flankers at each corner, the ruins of which are yet visible. The interior possesses some extremely well-propor-

tioned apartments;”* and from the battlements may be had a most extensive panoramic view of the Lower Lake, Mangerton, Torc, Gleng, the Tomies, the Reeks, and all the surrounding scenery. Close to it is the principal harbour on the Lower Lake. Ross island, or rather peninsula, on which, about the middle of the last century, a considerable extent of copper ore was raised, forms part of the Earl of Kenmare’s demesne; it abounds with natural wood; and among the lower growths the arbutus and yew prevail.—Through and around it are walks and drives laid out to show the principal features of the lake, and the beautifully-varied shores. The tree nursery for the demesne is on this island, as also the residence of the head forester. Under the old castle fine echoes are very distinctly heard.

From Ross island the usual course is to Innisfallen, which is only about a mile from the harbour of Ross, and half a mile from the nearest point.

The island of Innisfallen is in extent about twenty-one acres, and contains a small banqueting-house, and the ruins of an abbey founded in 600, the former being a restored part of an ancient oratory. “Here the annals of Innisfallen were composed. The annals, which were written and preserved in the abbey, are amongst the most prized of our early historical materials; several copies are still extant; the original, the first portion of which is written over 600, and the continuation over 500 years, is now preserved in the Bodleian Library. It consists of extracts from the Old Testament, and a compendium of universal history, much mutilated, down to the arrival of St. Patrick in 432. Thenceforward to the end, it treats of the affairs of Ireland, finishing at 1319.

* Wright’s Killarney.

“Another copy, of considerable antiquity, was in the library of the Duke of Buckingham, at Stowe; and a third in the library of Trinity College, Dublin, less ancient, however, than the former, and each differing from the other.”*

“The publication of these Annals, translated by Mr. Theophilus O’Flanagan, was attempted in 1822, but failed for want of encouragement, after the appearance of two numbers containing thirty pages, and ending at the year 657. More fortunate, however, was the late Rev. Charles O’Connor, who, under the patronage of the Duke of Buckingham, gave to the world, in 1825, that part lying between the years 428 and 1196; thus performing a real service to literature, and giving to criticism that ‘secure anchorage’ which Edmund Burke so much desired.† ‘The Annals of Innisfallen,’ says Pinkerton, ‘with those of Ulster and Tigernach, form the real history of Ireland after the introduction of Christianity, A.D. 432. They agree with the Saxon chronicle and old English histories, as well as latterly, with the Icelandic and Danish, as to Scandinavian affairs in Ireland, and with the Chronicon Pictorum.’

“In the history of Munster particularly, these Annals are of the highest authority. They are Dr. Lanigan’s chief guides in his laborious and satisfactory work. The facts are narrated in the smallest compass, presenting a dry but sad succession of crimes, wars, and rebellions. The lists of abbots, princes, and clergy, are useful, but meagre. But particular care has been observed in recording the dissensions and deaths of the kings of Kerry. Several of the leaves of the original are wanting, but in other respects

* *Rerum Hibernicarum Scriptores*, tom. xi.

† Windle’s Hand Book to Killarney.

it is in good condition. The portion preceding the year 1215 (when its compiler died), is in a very different hand, ink, and characters from that continued down to 1320. It is generally written in double columns, the letters elegant and uniform, the initials being coloured with red, down to 1215, after which they cease altogether.*

From the paths which meander along the diversified outlines of this interesting island, the most lovely and ever-changing views are obtained, by the varied surface, and the alternation of the forest glades and thickets, of the Lower Lake, its magnificent shores, and surrounding mountains. From its situation, variety, beauty of surface, its magnificent single trees and shrubs, this island is one of the most interesting of the numerous objects which this region of wonder and beauty affords. It is the most delightful of islands, and, like Ross, forms an adjunct to the demesne of the noble proprietor.

In sailing across from Innisfallen to the Tomies mountain, which is about a mile and a-half, the eye is delighted by the variety and change of scenery momentarily occurring: at first, Tomies and Glenna appear, rising abruptly from the water, their sides clothed with wood, and rearing high their naked summits; upon a nearer approach, they hide their rugged crests, and present a range of forest three miles and a-half in length, and apparently occupying the entire face of the mountains. "Reaching the base of Tomies, a little bay is perceived, where is a small quay, of rude workmanship, completely characteristic of the scene. On landing, a rugged pathway, along the bank of a mountain rivulet, and winding through an almost impenetrable forest, conducts to the waterfall,

called O'Sullivan's Cascade. The noise of the stream, falling from rock to rock, kindles expectation; and the waterfall retires far in the deep bosom of a wooded glen, and you do not catch even a glimpse, until it bursts at once upon the view.

"The cascade consists of three distinct falls: the uppermost, passing over a ridge of rock, falls about twenty feet perpendicularly into a natural basin beneath, then making its way between two hanging rocks, the stream hastens down a second precipice, into a similar receptacle, from which second depository, concealed from the view, it rolls over into the lowest chamber of the fall.

"Beneath a projecting rock, overhanging the lowest basin, is a grotto, with a seat rudely cut in the rock. From this little grotto, the view of the cascade is peculiarly beautiful and interesting; it appears a continued flight of three unequally elevated foamy stages. The recess is encompassed by rocks, and overshadowed by an arch of foliage so thick as to interrupt the admission of light." The height of the cascade is about seventy feet, and the body of water is considerable. The stranger not unfrequently sits down to rest in the grotto of O'Sullivan,† to contemplate and reflect upon the beauties and the works of nature. The varied course of the streamlet over its rocky bed, downwards to the lake, and the whole character of the spot, is striking; and in the noontide of a summer's day, it affords a retreat, a varied scene, and a moment for contemplation.

Resuming our boat, and coasting along the base of the Tomies mountain, which continues to be richly clothed with the most luxuriant

* Windele's Killarney.

* Wright's Killarney.

† So called, from the O'Sullivan's once possessing this district of country.

wood, and passing Stag Island, Burnt Island, and Darby's Garden. at a mile and a-half from the landing-place to O'Sullivan's Cascade, we reach Glenna bay, a scene of surpassing grandeur and beauty, and which calls forth the admiration and unqualified praise of all who see it. Indeed many, whose opinion on these matters is entitled to every respect, have stated that, for natural beauty and grandeur, Glenna bay is entitled to rank very high in the lake scenery of the British isles.

The bay of Glenna is of considerable extent, being about a mile in breadth, and of equal length; the range of the mountain, from the ravine of O'Sullivan's Cascade to the head of the bay, also takes the name of Glenna, and is beautifully covered, from the water's edge to the line of the more elevated heath-covered summits, where trees naturally cease to assume any remarkable height. Here, as at Ross island, the arbutus abounds, but it is only in the more sheltered spots that this fine shrub is seen to perfection. In places exposed to the prevailing winds, it always assumes a stunted and unhealthy appearance.

On the shores of Glenna bay, Lady Kenmare has a very beautiful cottage, built in a style that well accords with the character of the scenery around; and here there is also a comfortable banqueting-house, erected by Lord Kenmare, for the accommodation of visitors; and where, by previous arrangements being made with the proprietors of the hotels, dinners and refreshments are provided. The walks through the wood and around the pleasure-grounds connected with the cottages, also afford many opportunities of enjoyment to the lovers of sylvan, lake, and mountain scenery, under every combination of grouping, of light, and of shade—and that, too, to such an

extent, and in such variety, as are seldom met with.*

From Glenna, we may either finish this day's excursion, by returning to Ross Castle along the shores of the peninsula of Muckross, and among or around the little rocky islets that lie clustered in Castlelough bay—all of which are given and named in the map—or, we may pass through the narrow channel that separates the point of land called Brickeen island from the above peninsula, and which connects the Lower with the Middle Lakes, and sail around the latter, the length and breadth of which we have given in the preceding tables.

The Middle Lake is bounded on the north by the peninsula of Muckross, and on the south by Torc, a beautiful conical hill, standing out in bold relief to the loftier but less interesting outlines of Mangerton, being separated from it by the valley along which the old road from Kenmare to Killarney lies; the new and level road now skirting the shores of the lake.

The prominent position and conical shape of Torc, the tapering forms and varied tints of the different species of fir that constitute the majority of the plantations which beautifully cover its sides, together produce a very remarkable contrast with the more domical outlines of the adjacent elevations, clothed with the differently-formed and differently-coloured trees of the indigenous forest. These, and other adjuncts, render Torc one of the most striking features in this portion of the Killarney scenery.

To attempt to describe all the little promontories, bays, cliffs,

* "He who has never sailed along the shores of Glenna by the light of the moon, nor listened to the dying cadence of the echoes during the stillness of the night, may be justly pronounced a stranger to the fascinating charms of Killarney."—*Weld*.

creeks, coves, and sinuosities, by which the shores of these beautiful lakes are varied, and the exquisite combinations of colour arising from the union of rock and foliage, would lead to a great deal of repetition, and tend to no practical good. In sailing round the lakes, the nature, extent, and forms of the mountains; the more remarkable projections and ravines by which their acclivities are diversified; the furrows formed by the little rills in their downward progress; the larger bays and promontories by which their shores are varied; and the lengths and depths of the woods, can all be distinctly traced, and seen under various modifications of proximity and distance, of light and of shade. In fine, an endless variety of scenery is produced by every change of position.

We may here observe, that the principal parts of the peninsula of Muckross, the eastern shores of the Middle Lake, including Torcmountain, form part of the demesne of Muckross Abbey, which we will notice more at length in our excursions round the Lakes. On this peninsula a valuable copper-mine was, at no remote period, worked.

Dinish, the principal island belonging to the Middle Lake, is situated at its head, contiguous to Glena bay, and is only isolated from Glena mountain by a branch of the river that runs from the Upper to the Lower Lakes. On this island, which belongs to Mr. Herbert, of Muckross, there is also a cottage for the accommodation of visitors, and where, by previous arrangements with Mr. Roche, of the Muckross hotel, they can be accommodated with dinners, or whatever refreshment they may require.

Dinish, like Glena, is thickly covered with natural wood; and among the indigenous shrubs, the *arbutus* is found in abundance, and, in many places, attaining to a great

size. Walks run around the island, and from them, and various other parts of the shores, rich and beautiful views are caught of the surrounding scenery.

Brickeen island, which contains about twenty acres, and is also thickly wooded, is close to Dinish island. It is the point of the peninsula of Muckcross, isolated on the one hand only by the narrow channel which connects the Lower and Middle Lakes, across which a small bridge is thrown, and on the other, by the upper end of Glena bay.

As we have just observed, the river which carries along the surplus waters from the Upper Lake divides, before it terminates its course, a little below the old weir bridge. "One of the branches flows peaceably into the bay of Glena, in the Lower Lake; the other, forcing its way through a rocky channel, issues with considerable impetuosity into the Middle Lake, under the woods of Dinish island."*

Those who stop at the Victoria will, of course, embark at the quay, close to the hotel, and probably proceed, in the first place, to Innisfallen, and along the shores of Tomies and Glena, to the Middle Lake; and, having sailed around it, return to the Victoria by Castletough bay and Ross island: while the parties who sojourn at the Muckross hotel will take their boats at the nearest point of Castletough bay, and likely proceed, in the first instance, to Ross island, thence to Innisfallen along the shores of Tomies and Glena, and around Muckross, as above.

We have here merely pointed out such parts as every one who goes on the lake should endeavour to see, knowing that these tracts may be endlessly, and in many instances advantageously, varied, according as it may suit the taste, inclination, and time of the tourist.

PASSAGE FROM DINISH ISLAND TO THE UPPER LAKE.

The water that connects the Upper and Lower Lakes has more the character of an irregular strip of still water than of a river. In some places it narrows to forty feet, in others it expands to a furlong in breadth; and, following the general course of its windings, the distance is about two and a-half miles. The wide part of it is called the Long Range; it contains about 150 acres. The entrance from Glena to the river is by a narrow channel, and near the station which affords the views so much admired by Sir Walter Scott, when, in 1825, with his family and Miss Edgeworth, he visited these scenes. The narrow passage between the Lower and Middle Lakes, says Mr. Inglis, "is a perfect specimen of close river scenery; nor have I any recollection of having seen its equal on the banks of the many continental rivers which are familiar to me."

Parties continuing their excursion up the river in boats, from the Middle Lake must, of course, leave them while the rowers are engaged in pulling the boats up the rapids at the old weir bridge. This is where the silly practice, to say the least of it, of "shooting the arch," by parties remaining in their boats, coming down the river, is sometimes still performed.

And here we may remark, that throughout the lakes—Upper, Middle, and Lower—every islet, rock, promontory, and object which is in any way remarkable, has some ludicrous appellation; and, as Mr. Windle states, in his interesting Handbook to Killarney, is "pointed out by the boatmen, as a matter of conscience, for admiration."

The most interesting object connected with this portion of the Killarney scenery is the Eagle's Nest, a high, prominent, pyramidal rock, rising upwards of 1,000 feet above

the river, and which stands about midway between Dinish Island and the Upper Lake. Taken in connexion with the surrounding mountains, the rock is not a very striking object, but when viewed from the water, where it is seen from its base to its summit, its height and form are calculated to excite our wonder and admiration. Its base is covered with wood, and shrubs appear scattered along the rock, up to the very apex of the pyramid. It is from this rock that the loud reverberating echoes are awakened in so remarkable a manner; and it was formerly a frequent practice with parties to bring a small swivel from their hotel, which was fired off from the bank on the opposite side of the river; now they are generally content with the sounds produced by the bugle.

"There is," says Inglis, in reference to this very subject, and who had in his boat Spillane, the prince of Killarney bugle-men, and a larger cannon than the boats usually carry, "certainly something bordering on the sublime, in the repeated echoes of the mountains, even when these are awake, not by the deep-mouthed thunder, but by the sonorous bugle; the hills seem alike to call to each other; and although it would have puzzled Burke to trace the emotion of sublimity to terror, it may be traced to its truer origin—power; for, when we hear the call repeated and answered from mountain to mountain, sometimes loud and without interval, and then fainter and fainter, and, after a solemn pause, again arising, as if from some distant glen, our imagination endues the mountains with life, and, to their attributes of magnitude, and silence, and solitude, we for a moment add the power of listening and a voice."

Between the Eagle's Nest and

Colman's Leap, a succession of picturesque rocks and little craggy promontories are passed, and the sail is otherwise rendered interesting by the change of scenery produced by every fresh winding of the river. On passing Colman's Leap, the narrowest part of the river, we gradually enter the Upper Lake. By a reference to the map and tables given, the singular outlines and the limited area of the Upper, as compared with the Lower Lakes, will at once be seen.

The scenery of the Upper Lake partakes of a wilder, bolder, and, we think, sublimer character than that of either the Middle or Lower Lake; though no part of it, in point of beauty, can compare with portions of Glenna, Innisfallen, Ross, &c., &c. From the brink of the Upper Lake the Purple Mountain lifts its giant sides to a height of near 2,700 feet. At the lower end, where, from the formation of the surface of the shores, the winding and projecting of the rocky promontories, all egress seems denied, it sends off an arm of a mile in length, which forms the rugged and pretty little bay of Newfoundland. On the south it is environed by an uninteresting tract of rough moorland, in which barren rocks and peaty marshes alternate, till they blend with Cromaglan, a rugged hill, which, at half a mile from the shore, attains a height of 1,226 feet; and, on the west, at six miles from the upper end of the lakes, and bounding the dark glen of Commenduff, the Reeks, the highest and grandest of all our Irish mountains, rear their lofty summits, and are seen from that part of the lake in, perhaps, their finest point of view.

There are twelve small rocky islets enumerated in the Upper Lake, the areas, &c., of which we have given in the tables; and, in sailing among them, the mountains, hills, woods, rocks, promontories,

and every object around, are, by their disposition, seen under various modifications. Here, by their intervention, they have the effect of visually shortening the distance, and apparently increasing the height of the more remote elevations; there, of prolonging and diminishing them by their manner of array. To all these adventitious circumstances may be added the remarkable contrast which the richly-mantled islets form with the nakedness of the immediately adjoining shores.

"It is quite absurd," as Mr. Wright observes, in his "Guide to Killarney and Glengarriff," one of the best books of the kind, in spite of all its exaggerations, that has as yet appeared, and which has furnished no inconsiderable part of the matter, altered by transposition, of nearly all the subsequent ones, "to point out particular stations where advantageous views may be had, for the precise spot can seldom be discovered; and besides, every tourist finds the greatest pleasure in making such discoveries for himself; and stations would be multiplied *ad infinitum*, if all those that are worth mentioning were pointed out here; yet general hints may sometimes be given with advantage."

From Royane's island, which rises fifty feet above the lake, and is beautifully covered with a mixture of nearly all the shrubs and trees that are indigenous to Killarney, a fine view of the lake, shores, and mountains around is obtained. This view, as regards the lake and its adjacent shores, is better than the views from the higher elevations, where the lake becomes a pond, and its tiny islets mere specks in the great space brought under the range of the eye.

Lord Brandon's cottage lies about half a mile to the west of the lake. It is situated on the banks of the stream that flows from the valley of Commenduff; and from the small tower attached to the cottage is a

remarkable feature from almost every part of the bleak country lying around.

“To my mind,” says Inglis, “the Upper Lake is the most attractive; the mountains are nearest to it; it has not one tame feature, and it is more studded with islands than either of the other lakes. I landed upon several of them, and was delighted with the luxuriant vegetation, and above all with the arbutus, which is here a great tree, and whose fresh tints contrast so well

with the gray rocks among which it grows.”

“The Upper Lake,” says Mr. Weld, “displays much greater variety than the others; but that variety arises from different combinations of the same wild and uncultivated features. In picturesque scenery, indeed, it far surpasses all the other lakes. It is only by a patient examination of its shores, and particularly of the deep inlets along it, that its full beauties can be discovered.”

FIRST EXCURSION AROUND THE ENVIRONS OF KILLARNEY,

PROCEEDING SOUTHWARDS BY MUCKROSS, DERRYCUNIHY, THE HEAD OF THE UPPER LAKE, BRANDON COTTAGE, AND THE GAP OF DUNLOE.

(For Distances see Table No. 6, page 304.)

We have extended this excursion along the Kenmare road as far as Looscaunagh lough, a distance of eleven and a-half miles from Killarney; but if the tourist has determined to make the circuit of the environs of Killarney, according to the route given in the tables, and has made arrangements for some mode of conveyance to meet him at the Gap of Dunloe, he must return from Looscaunagh lough, should he proceed so far, to Derrycunihy bridge, and thence walk around the head of the Upper Lake and proceed by Lord Brandon's cottage to his vehicle at the Gap of Dunloe; or he may arrange to return from the Upper Lake to his hotel, whether it be at the Muckross, the Kenmare Arms, or the Victoria, by water.

The road to Looscaunagh is part of what is called the new line from Killarney to Kenmare. It keeps generally along the shores of the lakes; maintains, for so far, a pretty uniform level; ranges from ten to forty feet above the surface level of the water; leads to all the interesting objects in the southern environs; exhibits in its progress many

views of the adjacent seats, woods, lakes, and mountains; discloses many of the accompanying sterile, moory, craggy tracts; affords much pleasure and recreation when the weather is unsuited to lake or mountain excursions, and adds in many ways to the comfort and enjoyment of visitors.

The more adorned part of the environs of the town of Killarney is confined to the shores of the Lower Lake on either side of the town; even any thing like improved cultivation does not extend much beyond these limits, as the views from the hills which bound them will readily satisfy the tourist desirous of information on these points.

Proceeding southwards of Muckross, we pass *Woodlawn*; at one mile we cross the *Flesk*, on the right bank of which is *Flesk Priory*; and on the left, on Drumhoumperhill, *Flesk Castle*. This plain modern building, though of very limited dimensions, is, from its elevated site, one of the most remarkable features about Killarney; and from it and the hill on which it stands, extensive views are ob-

tained of the Lakes and country around.

Beyond the Flesk, on the lake side, is Cahernane, which is beautifully wooded; and close to it, *Castle Lough*. The castle, whence this place takes its name, was erected by the M'Carthys, and prostrated by Ludlow during the wars of the Commonwealth. Among the numerous villas on the left are *South-hill* and *Danesfort*. About two and a-half miles from Killarney is the hamlet of Cloghereen, near which are the demesne and far-famed ruins of

MUCKROSS ABBEY,

the latter founded in 1440, and re-edified in 1602. The ruin, which consists of part of the convent and church, is not remarkable either for extent or beauty of workmanship; but its preservation, seclusion, beauty of situation, and accompanying venerable trees, render it one of the most interesting abbey ruins in Ireland. The entire length of the church is about 100 feet, its breadth, 24. In the centre of the still beautiful cloister an aged yew tree lifts its massive trunk of ten feet in girth, thirteen feet high, throws its fantastic arms across the broken parapets, and by its sombre shade, adds to the prevailing gloominess of the scene. The cloister, which consists of twenty-two arches, ten of them semicircular and twelve pointed, is the best preserved portion of the abbey. Until lately, the interior of the abbey was filled with decayed coffins, skulls, and other relics of the dead; but this reproach has been entirely removed by the care of Mr. Herbert.

The demesne of *Muckross Abbey*, the beautiful seat of Mr. Herbert, embraces the peninsula which separates the Lower and Middle Lakes, stretches also along the southern shores of the latter, and includes Torc mountain and waterfall. A

fine mansion, in the Elizabethan style, from the design of Mr. Burn of London, has lately been erected, and other corresponding improvements effected. This seat possesses such natural capabilities, such extent and combinations of wood, water, and mountain, as are nowhere else to be met with; in short, to describe *Muckross demesne* would be to describe no inconsiderable part of the scenery connected with the lower lakes.

Near the entrance to the demesne of *Muckross Abbey* is the

MUCKROSS HOTEL,

or, as it is often called, Roche's, and the Torc hotel, and which we have already referred to in our previous notices of the accommodation for tourists. At this hotel not only good entertainment can be had on reasonable terms, but also cars, boats, ponies, and guides. Being close to Muckross Abbey, the entrance to Muckross demesne, the lake, and Torc mountain, and within a short distance of Torc waterfall, the base of Mangerton, and Drumrourk hill, which affords one of the best views of the lower lakes, the country and mountains around, it is very conveniently situated for those who prefer the southern side of Killarney for their sojourn.

At about a mile from the Muckross hotel we reach Torc cottage, and a little above the cottage is

TORC WATERFALL.

The cascade is in a rocky chasm of the hills, lying between Torc mountain and Mangerton, and is supplied by two streams issuing from the sides of the latter, which unite a little above the fall. The larger of these streams carries down the surplus waters from the Devil's Punch-bowl, to which we have already referred, and to which we will again have occasion to refer in our ascent

to Mangerton. This cataract falls over a broken ledge of rocks of sixty feet in height; and after heavy falls of rain, or during the winter months, when the volume of water is great, the effect is very striking. From the basin at the bottom of the fall it hurries impetuously along its rocky bed, and after a rapid course of half a mile it mingles its waters with those of the lake. The steep sides of the chasm are richly clothed with fir and pine trees of various sorts, which, in common with all the trees of a similar growth around, were planted by the late Colonel Herbert. From its proximity to the road and to Muckross, this romantically-situated and at the same time highly-picturesque fall is much more visited than O'Sullivan's Cascade or even Derrycunihy.

At seven miles from Killarney, and about four from Muckross hotel, we reach the base of the hill of Cromaglan, near which is the romantic little creek of Newfoundland, formed by the arm of the Upper Lake, which extends to receive the Crinnagh rivulet.

The Crinnagh rivulet, issuing from the steep western sides of Mangerton, runs through a rocky glen on the north side of Cromaglan, and forms in its descent the Esknamucky waterfall. The ravine through which the streamlet is carried separates the hills of Torc and Cromaglan. The waterfall is about a third of a mile from the new road, and near the old road leading from Killarney to Kenmare. The best way to the Fall is by Tower Lodge, which is on the side of the new road at the bridge that crosses the stream. It has more of the character of a rapid than a fall, and, like all similar objects, its interest wholly depends on the volume of the streamlet; and when this is considerable, the fall is well worthy of a visit.

Proceeding on our excursion, the road for two miles winds along the

wooded base of Cromaglan, and near the shores of the Upper Lake, and discloses at every turn some new and striking combination of scenery. From many points, the Upper Lake, its islands, and mountain boundaries, are seen in happy repose. And from Killarney to Looscaunagh lough the scenery is agreeably varied by the old and young plantations of the plain, as well as those that climb the mountain brow; by abrupt and craggy eminences, gigantic rocks, high cliffs partly covered with the native shrubs and trees of the district, grassy glades, tiny lakes which receive the innumerable rills that trickle down the broken declivities, dark peaty marshes, and sedgy swamps.

About three-quarters of a mile from Derrycunihy bridge, we pass under the tunnel happily left for effect by the engineer in the formation of the road, and before we reach Galway's bridge we meet the path leading to the Derrycunihy cascade. This waterfall is near the road, and is very distinct from Torc in its character, position, and accompaniments. Several of the streams that issue from the slopes of the hills which, joining with Mangerton, constitute the southern limits of the Killarney basin, unite a little above Galway's bridge, and under that name rush over a broken ledge of rocks of sufficient height and sufficiently broken to render the scene not only interesting, but imposing. Reunited, the waters again flow from the pool at the base of the rapid, and proceed, a brawling torrent, through its own time-worn bed to the lake. No inconsiderable part of the interest, beauty, and general effect of this fall, when seen under favourable conditions—that is, an ample volume in the stream—is produced by the trees and shrubs that fringe the streamlet, overhang the fall, and adorn all around.

Cromaglan mountain, from its position, exhibits perhaps, the

finest view of the mountain district which lies around the Upper Lake. This view is sufficiently attained from the cliffs which rise immediately over the zone of natural woods that adorn its lower acclivities. The surface is rugged and the ascent is difficult, but the views will amply repay the labour. If this is accomplished under the influence of a clear sky, a much better knowledge of this portion of the lake district will be obtained, than could be by the most accurate and elaborate descriptions.

We extend our drive to Looscau-

nagh lough, which is two and a-half miles from Galway's bridge, to enjoy the scenery which the road affords as it ascends to that sheet of water. About half way between the above points we pass the Mulgrave police barrack, which, from its style and elevated site, is a remarkable feature in the wild moorland country by which it is surrounded.

For description of the country from the head of the Upper Lake to the Gap of Dunloe, and thence to Killarney, see next excursion.

SECOND EXCURSION ROUND THE ENVIRONS OF KILLARNEY.

PROCEEDING WESTWARD BY BEAUFORT BRIDGE, THE GAP OF DUNLOE, BRANDON COTTAGE, THE HEAD OF THE UPPER LAKE, DERRYCUNIHY, AND MUCKROSS.

(For Distances see Table No. 6, page 304.)

In this excursion we proceed from Killarney by the west demesne, as that part of Lord Kenmare's park is called, pass the Victoria hotel, near which is the road leading to the ruins of the ancient church, round tower, and round castle of Aghadoe. These ruins are situated about two and a-half miles from Killarney and one mile from our road, at an elevation of 322 feet above the summit level of the Lower Lake, and on the southern side of the bank, which rises gently from its shores, and commands a view of it and all the magnificent scenery lying around. "They consist of a turaghan (round tower), a small, ruinous cathedral church, and a round castle, called 'the bishop's chair.' This last stands at the hill side, about 260 feet to the southwest of the church, within a square bawn, or enclosure, fortified by a fosse and earthen ramparts. It is in a very dilapidated state, about thirty feet high, and its inner diameter twenty-one feet.

"The cathedral and round tower stand on what may be called the 'table-land' of the hill, and are surrounded by a thickly crowded burying-ground. The former is a low, oblong building, consisting of two distinct chapels of unequal antiquity lying east and west of each other: that to the east is in the pointed style, date 1158, and dedicated to the Holy Trinity; the other, or western chapel, is of an earlier period, between the sixth and twelfth centuries, in the Romanesque style, and was under the patronage of St. Finian. These are separated by a solid wall, through which had once been a communication, but closed up long before the destruction of the building. The whole church is about eighty feet in length by twenty in breadth.

"The turaghan, or round tower, stands sixty feet from the northwest angle of the church, and is called the 'pulpit' by the peasantry. All that now remains of this ancient structure, is the basement reaching

from the sill of the door downward; the height is about fifteen feet. It measures in its outer circumference fifty-two feet; the diameter within the wall is six feet ten inches; the wall is four feet six inches thick, which measurement diminishes on the inside above the level of the present floor, three inches. Its masonry is greatly superior to that of the church; the stones are large, regular, and well dressed. The greater part of the facing stone of the north side has been unfortunately taken away for the erection of tombs in the adjacent burying-ground. Within and without, the spoliator has been effectually at work, aided by those worst of pests, the gold-seekers—fellows, whose unhallowed dreams are most fatal to our antiquities.”*

About two and a-half miles from Killarney, and one from the ruins of Aghadoe, is *Aghadoe House*, the seat of Lady Headley. From the elevated site of the house and gardens of this beautiful place, the most striking views of parts of the Lower Lake, MacGillicuddy's Reeks, and the mountains lying around, are obtained. At three miles we pass *Lakeville*, *Killaloe*, *Dromin*, and *Dromin* church ruins; and at four, on the banks of the Leane, the river which carries off the surplus waters of the lakes to the bay of Castlemaine, is *Grena*. Beyond this, and five and a-half miles from Killarney, is Beaufort bridge, where our road crosses the Leane and branches off to the Gap of Dunloe, passing *Beaufort House* and *Dunloe Castle*. This castle, which has been fitted up in an appropriate manner by Mr. Mahony, was originally one of the strongholds of O'Sullivan Mor, and was levelled during the wars of the Commonwealth.

On passing the demesne of *Dunloe Castle* (from the battlements

of which very imposing views are seen, over the trees of MacGillicuddy's Reeks, and the intervening summits), we leave the cultivated grounds, and proceed along the moorland valley, which lies between the Purple mountain and MacGillicuddy's Reeks, and which contains the celebrated Gap of Dunloe. We enter the gap at one mile from Dunloe Castle, and seven from Killarney. It is a deep, rugged, narrow ravine, of about three miles in length; the cliffs which limit it, rising in many places boldly from the bottom to a great height, presenting many wild and striking combinations, and exhibiting vast masses of rock, heaved up and scattered about in the wildest disorder. Among the dissevered rocks, on the ledges and in the crevices of the cliffs, a few trees and shrubs have attained to a considerable size. These, together with the ivy, bramble, brier, and other climbing plants, tend to relieve the sterility of the arid surface, and at the same time contribute to the picturesque. The scattered rocks are not confined to the lower parts of the ravine; high up and all along the sides of the pass, the same wildness prevails, the same desolate character obtains.

“Immense blocks of rock,” says Mr. Smith, in his “Killarney and the Surrounding Scenery,” “rent from the overhanging masses of the precipice, and precipitated down its ruined sides, lie scattered about, so as completely to choke up the defile. Impending fragments seem starting from their shattered beds, and ready to add to the chaos below. A stream, totally inadequate to the magnificence of the scene, is still a pleasing accompaniment. The tortuous course of its channel, and the direction of the road cut through the pass, produce many picturesque combinations.”

Limited though the Gap of Dunloe comparatively be in its depth and extent, the consideration of the won-

* Windele's Hand-book to Killarney, a useful and interesting work.

derful changes that have taken place on the earth's surface, the natural causes that have here rent the rocks asunder, and scattered the huge blocks and fragments all around, cannot fail of exciting emotions of wonder and sublimity.

There are four small, deep, still lakes in the valley of the gap, which are named in our maps, whose dark sullen waters tend to augment the wild character of the scene. These tiny loughs are supplied by the numerous rills that flow down and furrow the western sides of the Purple mountain, aided by the few streamlets that, from the configuration of the opposite hills, seek the same outlet; and these waters, uniting below the Black Lough, the lowest in the chain of these mountain tarns, flow down to the Leane, under the name of the Loc; from which the castle that was built on its confluence, and the dark gloomy gap we have traversed, take their name. In various parts of the gap, of which the guide will readily apprise you, the echoes returned, even from the moderate sounding of the human voice, are clear and remarkable.

The road is not fit for carriages of any description beyond Cushvally lough; and for those who continue the whole excursion on foot, the walk from this point, following all the windings and traversings of the footpath by Brandon cottage and round the head of the Upper Lake to the Killarney and Kenmare road at Derrycunihy, is seven miles.

Beyond Cushvally, the second of the chain of little loughs that lie in the bottom of the gap, the road becomes very hilly, rising from 337 feet above the sea level, to 759 feet, the summit level of the road at the head of the gap; and this rise of 422 feet it makes in less than two miles. From the summit of the road, and still better from the adjacent heights, as also from many

parts of the footpath which we traverse in our descent to the head of the Upper Lake, extensive views are commanded of the mountains around, of seemingly boundless wilds of high, craggy, unbroken moorland, of the valley of the lake and its extension, Commenduff, or the Black Glen. This wild moorland glen extends westerly from the head of the lake for five miles, in which distance it only rises 147 feet. Its head is at the base of Carrantuohill, and from various parts it exhibits the most sublime scenery in Ireland. It contains several lonely small lakes fed by the waters of the numerous rills that rush down the sides of the mountains which encompass it; one of which, the largest, being more than a mile in length, takes its name. The river from this glen, increased by the overflowing waters of these little dark loughs, and several others which repose in solitude on the mountain sides, and the streams which it receives from the dells and ravines in its progress, is under the name of the Gearhameen, one of the principal tributaries to the Upper Lakes.

For the description of the country from Derrycunihy to Killarney, see first excursion, page 317; and with a view to brevity, we annex, in page 335, a list of the more remarkable seats around the lakes, and in their immediate vicinity.

ASCENT OF THE HIGHER MOUNTAINS —THE REEKS AND MANGERTON.

Among the many visitors to Killarney, few climb to the summit of Carrantuohill, the highest of the Reeks. The ascent, which is in many places very steep and rough, is nine miles from Dunloe, and fifteen and a-half from Killarney; and before starting on this excursion, it will be necessary to determine on the mode of returning. Some descend by the glen of Commenduff, proceed to the head of the

Upper Lake, and thence return by water to Killarney or Muckross, as the case may be; or pursue the same route as far as the head of the Upper Lake, and walk on to Derrycunihy to meet their carriage, returning by the Kenmare and Killarney road: others, adopting the easier and safer course, retrace their steps to Dunloe, and return by their conveyance to Killarney. In returning by Commenduff a mile or two are gained, but the descent is much more steep and dangerous. In either case, parties should engage a boat to wait their arrival at the head of the Upper Lake, or a carriage at Derrycunihy. To perform this excursion satisfactorily will require fifteen hours, so that a long summer's day is necessary for the undertaking. We may add, ponies that will scramble up the bridle-road for several miles, can be had by previous arrangement at Dunloe.

In addition to the uncertainty of the climate generally, the prevalence of rain and mists at Killarney must be duly considered, as also the thick layer of peat which covers the greater part of the surface of the Killarney mountains, and which is very retentive of moisture; consequently these mountain excursions should not be attempted unless in long summer days, and in settled, dry, and clear weather.

In accordance with what we have stated more at length in the preceding part of our book, we beg here to repeat, that it is not necessary to ascend Carrantuohill, or even Mangerton, merely to see Killarney; for, generally speaking, unless the weather is settled, the day fine, the sky clear, and the surface of the mountain dry, the labour and time are but poorly requited. To those, however, who are anxious to ascend Carrantuohill, we may observe, that no mountain in Ireland contains such stupendous precipices and such deep glens. The

ascent is attended with considerable difficulty and great labour; that of Mangerton is comparatively easy, and is often accomplished on horseback. In both cases guides are essential, particularly Carrantuohill, which should on no account be attempted by the stranger without one; and from the labour and danger, connected as well with the descent as the ascent, local guides—that is, those resident at the foot of the mountain, in the vicinity of Dunloe—are preferred. But in this matter the tourist will be well advised at the different hotels.

“Three routes,” says Mr. Windle, in his Hand Book, “are offered to the tourist: one from Benson’s point on the shore of the Upper Lake; another, the least known, but nevertheless the best point of ascent, is at the north side of the Reeks, about three miles west of Dunloe, where, proceeding above Loughachocca, the feat may be accomplished in about four hours. Furthermore, it is one of very frequent occurrence—the third, and indeed the one generally selected, is at the entrance of the gap. Guides are easily obtained from the latter approach, at a small hamlet in the vicinity of Dunloe.” We recommend the latter route, and here transcribe a portion of the instructions given by Mr. Wright for it in his “Guide to Killarney and Glengarriff.”

“Having taken horse at Killarney, pursue the Aghadoe road, and so pass over the Leane bridge to Dunloe; then turning to the right, at the distance of a mile, is a little village at the very foot of the Reeks. Here, a guide who understands the shortest routes up the mountain, and is, consequently, better qualified than any person from Killarney, may be had for a trifling sum. Being properly equipped for an arduous and laborious pedestrian excursion, direct your course towards the mountain; and

should you have determined on retracing your steps, leave your horses at the guide's cottage until you return.

“The mountain bridle-road leads from the village, over a low range of hills to Mr. Blennerhassett's shooting-lodge, and to the banks of the river Gaddah, a considerable mountain torrent flowing into the Leane. On Lishbaun mountain is the first view of Dingle bay; and, crossing the Gaddah river, and passing a gradually sloping vale of moss and rock (very fatiguing to the pedestrian whose feet are not protected by very strong shoes), the Hag's Glen is entered. To the right a lofty green mountain, called *Kannock a Brianihu*, i. e., the Hill of the Sheep Raddle, darkens the valley; and opposite is the beetling brow of the Lower Reeks, perfectly inaccessible to all but the wild birds which nestle in their fronts.

“The Hag's Tooth is a small conical projection from the mountain, resembling the flying buttress of some mouldering edifice. Around and above are seen small black lakes, whose tints are borrowed from the impending crags, called the Devil's Lough and the Hag's Lough, &c., the latter having a small island in the centre. While gazing on the ruinous prospect which surrounds on every side, the visitor forgets for a moment the task to be accomplished; but the suggestion of the guide, that the sun delays not his daily course, quickly recalls him to a sense of the voluntary labour he has undertaken. To the query of ‘Which way?’ the guide only raises his cudgel, and points to a cleft in the face of the mountain, formed by a rill that occasionally forces its way down in rainy weather. A feeling of vanity, natural to pedestrians, prevents any observation upon the manifest difficulty and even danger of the ascent, and the attack is generally begun in silence and determination. For about a

quarter of a mile the path continues up the steep, through rocks, stones, long grass, moss, and shingle; whenever a steady footing is obtained for a moment, you are induced to turn and enjoy the scenery; but from the deep retreat in which the pathway is embosomed, the view is greatly contracted, and altogether interrupted towards the west. This steep pass once overcome, the difficulties vanish, but are succeeded by ideas of danger. The way to the highest peak lies along the summit of a ridge, something like the red ridge on Snowdon, the top of which is a narrow convex, and covered with grass so short and slippery, that it can hardly be walked over in dry weather unless in stocking feet. The tops of the Reeks are composed of a species of shingle, which, after heavy falls of snow, loosens and unbinds, and glides down the mountain's breast in the thaw; for this reason naturalists say, the height of the Reeks may have been sensibly diminished in the lapse of time.”

In regard to the views, Mr. Windele observes:—“He must have neither heart nor eye to enjoy the wild and higher beauties of creation who would not be moved by the rare splendour, the unsurpassable glories of such a scene. It is magnificent beyond conception—a sea of terrene billows, each with its own blue lake, amongst which Lough Carra is distinguished as the broadest and fairest. At every turn they are seen in the sunlight, or shadowed by overhanging precipices.

“Of the Killarney lakes, a small portion alone of the Lower Lakes is visible, owing to the interposition of Tomies mountain. The summit presents a smooth area, nearly thirty feet in diameter, and commands, as may be expected, an uninterrupted view of immense extent, stretching beyond the Shannon on the north, to the seaward of Cape Clear on the south, and embracing the several

bays of Tralee, Castlemaine Dingle, Kenmare, and Bantry on the north-west and south."

MANGERTON.

Considering the height—2,756 feet above the sea level, and 2,691 above the lake—Mangerton is very easy of ascent. This wholly arises from the shape of the mountain and the smoothness of its surface. The ascent is often performed on ponies, and sure-footed animals of the mountain breed are always in readiness at the different hotels. The usual way is by the bridle-road leading from the vicinity of the Muckross hotel, from which, following the meanderings of the beaten path, the summit is five miles, and up which the ponies scramble. In ascending, we pass Drumrourk hill, an elevated tract of table-land lying behind the Muckross hotel, and from whence, what we esteem the best view of the Lower Lakes and the scenery more immediately connected with them, is obtained, and which we strongly recommend all visitors, irrespective of the ascent to Mangerton, to avail themselves of; as from it they will learn more of the nature of this part of the lake district than from the most accurate and elaborate descriptions; besides, from this level, the lake scenery collectively is seen in by far its best points of view; and here we have also the advantage of the magnificent sylvan foreground of Muckross. From higher levels, as we have before observed, the eye wanders over a vast and apparently an illimitable space; the hills appear as mere undulations; the glens mere lines of shade; the ravines as furrows; the lakes as ponds; and the islands mere dots on their glassy surface. Proceeding in our ascent, at about three miles from the hotel we reach the Devil's Punch-bowl, a small oval-shaped lough; its area is about 28 acres, and its level above the Lower Lake 1,141 feet. Situated

in this sequestered spot, surrounded, except on one side, with high and bold cliffs, its deep waters contrasting with the dark heath-clad surface of the mountain, and unexpectedly bursting on the view, this lough never fails to arrest the attention of the tourist. A distinct reverberating echo is produced from the rocks, which, in this dreary solitude has a powerful effect. It is reported that the late celebrated Charles James Fox, when on a visit with Lord Kenmare in 1772, swam round the Punch-bowl.

A walk of another mile, in which we ascend 550 feet, brings us to the summit of Mangerton, from whence we command an extensive view of all around; and a wide field is displayed to those who are interested in the topography of the district. Apart, however, from the acquisition of topographical knowledge, all will be interested in the magnificent view which the summit of Mangerton affords. In addition to the lakes and all the mountains and country lying immediately around them, the unaided eye can readily embrace on the south the estuary of the Kenmare river, insinuating itself among the lower hills which lie around it, and stretch from the base of Mangerton to the ocean. Westwards, Castlemaine bay, and the great extent of intervening hilly country, stretching a far summit over summit—here blending with the Atlantic, whose blue line can be faintly traced—there uniting with the higher mountain ranges which are more visible. Northwards, the eye ranges over a vast tract of partially reclaimed country, of which the estuary of the Shannon is its limits: its surface an oft-repeated series of pathless bogs, reclaimable wastes, fertile valleys, dreary swamps, of hill and dale, of moor and fell. And eastwards is exhibited, in vast array, that high chain of mountains, which extends under various names and modifications from Killarney

to Mallow, and which separates the rich inland limestone plains from the more hilly but less fertile sandstone districts which skirt the shore.

The summit of Mangerton is flat, and almost wholly covered with a stratum of deep peat-moss, or turf, as it is termed in Ireland, and which even in the driest weather is so wet as to be uncomfortable to walk on. In common with nearly all the more elevated lands of the district, various species of saxifrage are to be found on its summit and along its sides. It has been carefully ex-

amined by many botanists, and the plants peculiar to it and the district will be found described at length in Mackay's *Flora Hibernica*.

The best way of descending Mangerton is by retracing our steps to Muckross, and which we think the generality of travellers will prefer to visiting Glenacappul. To those, however, who feel anxious to visit this glen in their descent, we recommend them also to retrace their steps to within two miles of Muckross, and there turn off to the mouth of the glen, the easiest and best way of entering it.

GLENAOAPPUL AND LOUGH GUITANE.

Glenacappul, or the Glen of the Horse, is a narrow, rocky, wild, solitary ravine, lying between the mountains of Mangerton and Stompa, three miles and a-half from Muckross, and about a mile to the east of the Devil's Punch-bowl. Its sides are precipitous, the rocky cliffs rising to a great height above the bottom of the glen. It is about two miles in length, and on an average a quarter of a mile in breadth, and contains three small loughs—Evagh, Managh, and Garrigarry—whose elevations above the level of the Lower Lakes of Killarney are respectively 1,343, 1,074, and 806 feet; their lengths being from three to four furlongs, and their breadths from one to two. The only outlet to the glen is at its lower end, where the surplus waters of the little loughs are discharged, and this is the point for visitors to enter. There is something very impressive in the scenery of this lonely ravine; its situation high up among the mountains, the depths of its rocky precipitous sides, the profound repose of its little lakes, and the stillness that reigns in the glen and all around, tend to awaken a train of feelings in unison with the scene.

Lough Guitane is seldom visited

except by those who make a longer sojourn at Killarney than is usually made with the generality of visitors. It lies two and a-half miles east from Muckross, and near the old mountain road leading thence to Glen Flesk. It is somewhat circular in outline, about a mile in diameter, and contains upwards of 400 acres. Its shores, as also the country around it, are bleak and wild; its level is about 200 feet above the Lakes of Killarney, but it possesses none of their charms nor attractions; and it is better known and more frequented for its fishing than its beauties.

From the accompanying map, measured excursions, and the various tables of areas and distances, which we have inserted in the body of the work, as well as from the minute details given throughout, we deem it almost superfluous to give any directions as to the best mode of seeing Killarney in one and two days, satisfied, that such are never attended to, and that it is quite impossible to form any thing like a correct idea of Killarney in less than three days. However, to those whose time is limited to one day, we would recommend either of the excursions around the Lakes, as

previously detailed ; or to proceed, as stated in the second excursion, by Beaufort bridge and the Gap of Dunloe, as far as the head of the Upper Lake, whence, having a boat to meet them, they may sail along the Upper Lake, down the river, and around the Middle and Lower Lakes to Killarney. To those who have two days to spare, we recommend the employment of the first day as above, and the second, should the weather suit, to the ascent of Mangerton ; if not, to the scenery and islands of the Lower Lakes, or to the scenery connected with the Kenmare road, which embraces Muckross abbey and demesne, Torc and Derrycunihy waterfalls, &c.

Should the tourist not wish to retrace his steps to Mallow, he can proceed to Cahirciveen and Valentia by Castlemaine bay, or to Dingle and Tralee. From Killarney, he can also proceed to Limerick by Castleisland and Newcastle, or by Tarbert and the Shannon ; and to Cork by Glen Flesk and Macroom, or by Kenmare, Glengarriff, and Bantry.

With a view to the further elucidation of the scenery of Killarney, we have collated the following descriptions from the writings of the celebrated Arthur Young and H. D. Inglis, authors of *Tours in Ireland* ; Isaac Weld, author of the *Illustrations of the Scenery of Killarney* ; Sir R. C. Hoare's *Journal* ; Lady Chatterton's work on the *South of Ireland* ; and *Observations on the State of Ireland in 1813*, by J. C. Curwen, M.P., &c., &c.

Describing a view of part of the Lower Lakes from the side of Mangerton, Mr. Young states : "From this scene of wild magnificence, I broke at once upon all the glories of Killarney ; from an elevated point of view I looked down on a considerable part of the lake, which gave me a specimen of what I might expect. The water you command (which, however, is only a part of the lake) appears a basin of two or

three miles round ; to the left it is enclosed by the mountains you have passed, particularly by Torc, whose outline is uncommonly noble, and joins a range of others that form the most magnificent shore in the world. On the other side is a rising scene of cultivated hills, and Lord Kenmare's park and woods ; the end of the lake at your feet is formed by the root of Mangerton, on whose side the road leads. From hence I looked down on a pretty range of enclosures on the lake, and the woods and lawns of Muckross, forming a large promontory of thick wood skirting far into the lake. The most active fancy can sketch nothing in addition. Islands of wood beyond seem to join it, and reaches of the lake, breaking partly between, give the most lively intermixture of water ; six or seven isles or islets form an accompaniment—some are rocky, but with a slight vegetation—others contain groups of trees, and the whole thrown into forms which would furnish new ideas to a painter."

In reference to Killarney generally, Mr. Young farther observes : "Upon the whole, Killarney, among the lakes that I have seen, can scarcely be said to have a rival ; the extent of water in Lough Erne is much greater, the islands more numerous, and some scenes near Castle Caldwell of as great magnificence. The rocks at Keswick are more sublime, and other lakes may have circumstances in which they are superior ; but when we consider the prodigious woods of Killarney, the immensity of the mountains, the uncommon beauty of the promontory of Muckross, and the isle of Innisfallen, the character of the islands, the singular circumstance of the arbutus, and the uncommon echoes, it will appear upon the whole to be in reality superior to all comparison."

Beginning with the Lower Lake,

Mr. Weld proceeds: "To describe the various combinations of picturesque beauties with which these shores abound, would be a vain attempt, where every step produces change, and every change delights. Let those who, earnestly bent upon a minute examination of the charming scenes of Killarney, freely range along the confines of the lake without the control of a guide, and endeavour to behold it under every possible point of view.

'In this tract
How long soe'er the wanderer roves, each
step
Shall wake fresh beauties; each short
point present
A different picture, new, and yet the same.'

"It will generally be found advisable, however, in proceeding over these hills, to avoid ascending to such an elevation as discovers the full extent of the lake, and yet to keep sufficiently above the level of the water, to command a view of it above or between the intervening trees. From several positions on the hills, particularly from parts of the extensive deer-park belonging to Lord Kenmare, the prospect of the flat shore is effectually excluded, by the hanging woods which grow on the slope beneath; and the woods of Muckross on one side, and those about the river Leane on the other, being seen emerging in the distance behind the trees which occupy the foreground, a person may be induced to imagine, that the shores of the lake are covered with a vast forest from end to end. From these positions the town of Killarney, conspicuous in the landscape from its blue curling smoke, and from the church steeple just rising above the tops of the trees, appears to be delightfully situated on the very margin of the lake.

"The mountain prospects from this side of the lake vary materially from those which are commanded from the hills of Muckross. At the

latter place, owing to the nearness of the spectator, the great chain of mountains is beheld, as it were, in profile; whilst here, the eye, being removed to a convenient distance and placed directly opposite to the line, is enabled to range along it for many miles. At Muckcross also the prospect is confined to the frontier mountains; here, from the height of the situation, the tops of the other mountains, which arise behind those of the great chain, are discovered gradually receding behind each other in wild variety. On arriving opposite to the defile, between Torc and Glenna, a very grand and picturesque view opens through it, of the mountains situated beyond the Upper Lake, which in clear weather, and towards the close of day, is heightened by the contrast of light and shade that is then observable along the sides of the defile, and by the strong illumination of the mountains in the distance. But in general it will be found, that the views directly across the lake are much less picturesque than those which open to the right and left, when the eye is carried obliquely along the range of mountains. It will be found also, that the views to the right, towards Mac Carty More's country, are far more picturesque than those to the left, looking over Muckcross, owing to the more graceful outline of the mountains, and to the greater variety of objects in the middle distance. The green hills which bound the demesne of Muckross, obstruct the view at the base of the mountain on that side; whilst in the opposite direction the eye commands, beyond the lake, the rich-wooded vale, watered by the river Leane, an extensive and variegated prospect.

'Sweet interchange
Of hill and valley, rivers, woods, and
plains;
Now land, now sea, and shores with
forest crowned.'

"The charms of landscape are,

in almost every instance, heightened by the glowing tints, and by the deep and lengthened shadows which are diffused over the face of nature by the setting sun; but the scenes of the Lower Lake of Killarney, especially those which are commanded from the hills, appear to so much greater advantage,

‘When many colour’d evening
Sinks behind the purple woods and
hills’—

that the objects which had been a source of delight in their sombre livery, can with difficulty be recognised for the same in the splendour of their new attire.

“Before the sun has ascended to his meridian height, the mountains bordering upon the Lower Lake are left in shadow. Their surface then appears tame and unvaried, and their summit, if it be in clear weather, forms a hard outline against the azure sky; but as the day declines, the sun imperceptibly glides across the line of the great chain, and darts his rays on that side of the mountains which lies next to the lake. All their bold irregularities are then revealed; their protruding rocks; their deep glens; and the lake, by the long gleams which pass athwart its peaceful waves, is illuminated amidst its dark and wooded islands.

‘The horizontal clouds
With purple dyes and fissures edged
with gold
Stream the calm ether, while through
the sparkling haze
The faint hills glimmer; fainter as their
chains
Approach the fount of brightness;
fainter still
Where sunk the parting orb, and with
the sky
In undistinguishable splendour join’d.’

“I have sometimes imagined that the sun sets with more splendour at Killarney than in other parts of the country; and, indeed, there can be no doubt that the diversity of light and colours in the sky is aug-

mented by the vast collection of clouds which are attracted by the mountains as they come from the Atlantic—

‘Or whirl’d tempestuous by the gusty
wind,
Or silent borne along, heavy and slow,
With the big stores of steaming ocean
charg’d.’

These clouds not only occasion the most grand and beautiful effects at the approach of evening, but exhibit infinite vicissitudes of light and shade throughout the day, altering from hour to hour the face of the landscape. Occasionally an effect is produced by the setting sun on the range of mountains bounding the lake, not less beautiful than rare, and totally different from what I remember to have seen in other mountainous countries; though doubtless, in particular situations, the same appearance may result from the variations of the atmosphere. I can only attempt to give an idea of it by describing it as displaying the mountains in a transparent state, and suffused with a lively purple hue. Varying, however, from the aerial aspect of distant mountains, all the objects upon them, rocks, woods, and even houses are distinctly visible—more so, indeed, than at noon-day; whilst, at the same time, their forms appear so unsubstantial, so ethereal, that one might almost fancy it possible to pass through them without resistance. I happened to be alone when I first witnessed this singular and beautiful phenomenon; and having communicated it to some friends who were with me at Killarney, we several times walked down to the lake when the state of the atmosphere seemed propitious; but being frequently disappointed in our hope of beholding it, my description began to pass for the mere creation of fancy; at last, however, the mountains put on this magical aspect, and incredulity instantly gave place to admi-

ration and delight. This appearance is very transient, continuing only for about ten minutes, whilst the sun approaches the earth, and is sinking below the horizon. The mountains on which it is observable are, Tomies, and those which lie next to it in the chain towards the west."

"To obtain any correct notion of the beauties of the Killarney Lakes," observes Mr. Inglis, "it is necessary to embark at the head of the Upper Lake, and to descend the chain, a distance of about ten miles. The best way of accomplishing this, which may be effected in one day, is to go from the town round the lower part of the Lower Lake, and by the Gap of Dunloe. By this route one passes some fine seats—particularly that of Lord Headley, and another the residence of one of the O'Connell family. The mountain views, too, are fine, particularly the views of MacGillicuddy's Reeks, which is now admitted to be one of the highest of the Irish mountains.

"The Gap of Dunloe did not seem to me to be worthy of its reputation: it is merely a deep valley; but the rocks which flank the valley are neither very lofty nor very remarkable in their form; and although, therefore, the gap presents many features of the picturesque, its approaches to sublimity are very distant. I was more struck by the view, after passing the gap, up what is called 'the Dark Valley'—a wide and desolate hollow, surmounted by the finest peaks of this mountain range.

"After passing the Gap of Dunloe, and descending the steeps on the south side, I embarked at the head of the Upper Lake, and descending the chain of lakes, through many varied and most enchanting scenes, I saw Killarney to every advantage; for I was favoured by one of those warm days of sunshine and shade, which are particularly calculated to the enjoyment of

mountain and lake scenery: a sky warm enough to give richness to the landscape, and yet without the haziness which accompanies heat; and air just enough to vary the effects of light and shade on lake and mountain, without disturbing that tranquillity which is the peculiar charm of lake scenery. I had also the advantage of Lord Kenmare's boat and rowers, and of the particular instructions which they had received from his lordship.

"If the traveller visit Killarney without those exaggerated notions which are apt to be conveyed by a guide-book, he will certainly be satisfied and delighted. There is nothing of the sublime about Killarney; but there is all of that kind of beauty which depends upon the combinations of form and colour. The mountain outlines can scarcely be finer than they are; and in the variety of colour produced by the variety of foliage,—from the beautiful bright green of the arbutus, to the brown mountain heath,—Killarney is eminently distinguished.

"The narrow passage or channel between the Upper and other lakes is at least three miles in length, and offers a charming variety of scenery: indeed I doubt whether any thing about Killarney surpasses the scene around Dinis island.

"Torc lake, which is reached after passing through the channel, is not, at the first glance, so attractive as either of the other lakes; but if the traveller do not coast round Torc lake, he will lose much. It has numerous tiny bays and coves, beautiful in form, and offering to the eye of the painter the most exquisite combination of colour, arising from the union of rock and foliage, and from the infinite variety of fern, lichens, and mosses that overspread its banks.

"The Lower Lake is preferred by some to the two others, and although I do not coincide in this opinion, I willingly concede to it

merits of a very high order. Its chief character is beauty; and certainly a spot of more loveliness than Glenna, it would be difficult to find. It is a little cove at the head of the Lower Lake; and here Lady Kenmare has built her a pleasure house on a gentle swell with the freshest of verdure, and the sweetest of shrubs and flowers around, and set, like an emerald, in the bosom of deep towering woods. Another cottage, at a little distance, has been erected by Lord Kenmare for the use of strangers; and although I am rather inclined to look upon a picnic as a good dinner spoiled, yet, in such a spot as this, the calamity might be endured.

“Although the Lakes of Killarney are three in number, yet they are all contained in one mountain hollow; and certainly there is not, within the same compass, any thing in England presenting the same concentration of charms. There is infinitely greater variety at Killarney. In form, and in the outline of its mountain boundaries, the Lower Lake of Killarney is decidedly superior to Windermere; and although the head of Ulleswater presents a bolder outline than is anywhere to be found in Killarney, yet it is upon this outline alone that the reputation of Ulleswater depends. Elsewhere than at Patterdale, the lake scenery is tame; and the same may be said of Windermere, which, towards its lower extremity, is almost devoid of attraction. On the contrary, throughout the whole chain of lakes there is variety at Killarney; tameness is nowhere to be found; and I cannot think that the somewhat nearer approach to sublimity, which is found at the head of Ulleswater, can weigh in the balance against the far greater variety in the picturesque and the beautiful, which Killarney affords. It would be unfair to compare the Lakes of Killarney with Windermere, Keswick, and Ulleswater, for

these are spread over a great extent of country, whereas the Lakes of Killarney are all contained within a smaller circumference than Windermere. But even if such a comparison were to be admitted, Killarney would outvie the English lakes in one charm, in which they are essentially deficient—I mean, the exuberance and variety of foliage which adorns both the banks and the islands of the Killarney Lakes. Such islands as Ronayne's island, Oak island, Diniah island, and Innisfallen, covered with magnificent timber and gigantic evergreens, are nowhere to be found amongst the English lakes. I think it will be gathered, from what I have said, that I accord the preference to Killarney.”

Sir Richard Colt Hoare, in his journal, thus writes of Killarney:—

“It is a mortifying circumstance that many of the finest views in nature, and which at first sight make the strongest impression upon the eye and the imagination, should defy both the powers of imitation and description. I have particularly found the failure of the pencil in lake scenery. What pencil can give an adequate idea of the super-eminent beauties of the mountain and rocky scenery of Glenna and Cromaglan; can express the transient and fleeting effects of the clouds upon them, or trace their transparent reflection with waters beneath? What pencil can imitate the various tints of the numerous lichens, shrubs, and plants that deck the rocky boundaries of these lakes, or give a faithful representation of the fantastic forms that the rocks assume? In the name of my brother artists I will answer, none. The powers of the pen will fail equally in description; for when I say that the mountains of Tomies, Glenna, and Torc are finely wooded down to the water's edge; that the river abounds with every variety that rock, trees, and water can pro-

duce; that the Eagle's Nest towers up most majestically from its banks; that the surface of the Upper Lake is broken by numerous rocky islands and boldly indented shores; that it is backed by an almost endless range of the most picturesque mountains; that the rocks which bound the lakes of Muckross and the Lower Lake, have, by continued beating of the waves, assumed the most singular and fantastic forms, added to the most harmonious colouring, and that they are covered with arbutus, heath, and the greatest variety of plants imaginable; shall I convey any idea of this enchanting scenery? I answer, no. The collected beauties of this favoured spot are so great and varied, and superior to every thing I have yet seen, either in Italy, Switzerland, or England, that they can neither be delineated nor described: to be understood they must be seen.

"I have seen no spot more adapted for the school of the landscape painter than Killarney, or where he may study all the component parts of a fine picture with greater advantage. The rocks that bound the shores of Muckross and the Lower Lake, with their harmonious tints and luxuriant decoration of foliage, stand unrivalled both in form and colouring. The character of the mountains is as grand and varied as the lakes, in which they reflect their rugged summits; and the inconstant state of the climate subjects each to the most sudden changes, and produces the most admirable effects of light and shade imaginable. Here, in short, the artist will find every thing he can possibly wish; the beautiful in the Lower and Muckross lakes, the sublime in the Upper Lake, variety in the river that connects the lakes, and the savage in the mountains that form the pass to Dunloe."

And Sir R. C. Hoare thus speaks of the views from Drumrourk hill:—"From Drumrourk hill there

is a most bewitching view of Muckross, the Lower Lake, and the distant mountains that enclose the Lower Lake; the most beautiful panorama I ever beheld."

Lady Chatterton thus finely observes:—"A region of enchantments—a hundred descriptions of it have been written—thousands of sketches of it have been made, but no description that I have read, or sketch that I have seen, made me familiar with Killarney. The Upper Lake and the Lower Lake, Muckross and Innisfallen, must be seen to be understood. It is the colouring, the gleam of sunshine, the cloud, the tone, the effect—what, in short, cannot be conveyed by the pen without the cant of art, and is beyond the power of the pencil, that gives a magic to the scenery of Killarney. I say beyond the power of the pencil, because every thing changes its hues so rapidly, and the forms of objects seem to change with their colour, it is impossible to convey the variety of images presented to the eye: the eye may follow them, as it follows the flash of lightning, but to record faithfully, requires thought and profound repose, which dwell not here."

From Mr. and Mrs. S. C. Hall's highly embellished and amusing work, entitled a "Week at Killarney," we quote:—"The romantic beauties of the Killarney Lakes were celebrated years ago; in a very ancient poem they are classed as the tenth wonder of Ireland.

"The charm of Killarney Lakes, however, does not consist in the varied graces of foliage, the grandeur of encompassing mountains, the number of green or rocky islands, the singularly fantastic character of the island rocks, the delicate elegance of the shores, the perpetual occurrence of bays; but in the wonderful variety produced by the combination of their attractions, which, together, give to the scenery a character inconceivably fascinating,

such as the pen and pencil are utterly incompetent to describe. The shadows from the mountains, perpetually changing, produce a variety of which there can be no adequate conception, insomuch that the very same spot shall present a different aspect twenty times within a day. Assuredly, they far surpass in natural beauty aught that nature has supplied elsewhere in Great Britain; for, with scarcely an exception, the devoted worshippers of Loch Katrine, and the fervid admirers of the northern English lakes, have yielded the palm to those of Killarney."

And as stated by Mr. and Mrs. Hall in the above work, the following distinguished men thus speak of Killarney: Sir David Wilkie states,—"I have more than once expressed my opinion, that the county of Kerry, so nobly indented with bays of the Atlantic Ocean, and possessing a climate so favourable for vegetation, along with its mountains and inland waters, might, without injustice, be pronounced, in point of scenery, the finest portion of the British Islands;" and again in 1835, the year of his visit, refers to "the Three Lakes, that for beauty and grandeur I have never seen surpassed;" and we have the authority of Miss Edgeworth for saying that Sir Walter Scott "considered the Upper Lake the grandest sight he had ever seen, except Loch Lomond." Spillane (the bugler), who was in the boat with the memorable party, told us that Sir Walter Scott appeared ill; scarcely made a remark the whole day; and expressed his admiration only once—when the boat was close to Dinish island, where the waters of the Three Lakes met, then he exclaimed, "Ah, this is beautiful!"

Speaking of the scenery of the Lower Lake in the morning, W. G. N. Smith, author of the "Itinerary of the Lakes," thus expresses himself:—"Nothing can be finer than this

display of the most striking features of natural landscape, concentrated in the most diversified luxuriance. When the sun rises through a partially clouded atmosphere, the blue withdrawing hills, hardly distinguishable from the lighter haze which overhangs the horizon; the side of Mangerton tinged with a golden glow; 'Tore deeply dyed in the coldest purple; Glensheen smiling with its colouring of olive and brown; the calm lake, reflecting the silver drapery of the sky, form a magnificent assemblage of objects; while a line of quivering light glances along the waters, and glides, like the footsteps of a spirit, upon their surface. The undulating eminences which gently ascend from the nearer shore, interpose a fine green amid the aerial tint of the lake, the undefined hue of the distance, and the fresh and varied colouring of the herbage that embellishes the foreground, thickly sprinkled with dew-drops that sparkle in the sun. Nor is the sight alone regaled—

'Up springs the lark,
Shrill-voiced and loud, the messenger
of morn.'"

Regarding Glensheen, Mr. Curwen beautifully remarks:—"We had nearly approached the opposite side when a sudden burst of sunshine pierced the gloom, and instantaneously 'the curtain of heaven drew up,' and exhibited Glensheen to our admiration in all its majestic grandeur. This gleam of light falling exclusively on the mountain, while all else remained in obscurity, added a splendid solemnity to its appearance. Before us was Glensheen, single and alone, clothed with umbrageous wood from its base to a considerable elevation; while its upper regions and lofty summit, robed with rich purple heath, augmented the fascination by the contrasting colouring of these covering mantles. Here sat the smile of beauty, there stood

the frown of majesty, contending for superiority, and disputing which should decide the appropriate character of the mountain. The deep tints of the purple heath were momentarily dimmed by light masses of fog, passing rapidly over its summit or along its sides at different heights; conspiring in a singular manner, by the alternate light and shade, to beautify the view."

In describing the view from Ronayne's island, on the Upper Lake, Mr. Curwen thus notices the Reeks:—"The way which leads to the top of the rock is by a path cut through the wood, which excludes every prospect until the summit is gained.

"Highly as were our expectations raised, the reality mocked all the creative power which fancy could supply. At once the whole sublimity of the scene was disclosed to our wondering imagination. In silent astonishment I gazed for a length of time. The magnificent grandeur of the whole was too imposing to be comprehensive—it was overpowering. Figure to yourself the towering mass rising almost perpendicular from its base to an elevation of 3,414 feet, overshadowing the translucent waters of the lake. Such is the height of MacGilycuddy's Reeks, the most elevated mountain in Ireland, whose limit of summit is so indented as to render it difficult on which point to fix, as that most entitled to pre-eminence. This mountain is accompanied by many others, little inferior in loftiness and magnitude. One vast uninterrupted expanse of purple heath overspreads the upper regions, while the shores of the lake are luxuriantly fringed with the arbutus, and other trees."

The small town of Castleisland is twelve and a-half miles from Killarney. It is situated on the high road leading from Limerick to Tralee, and contains, with the usual shops, places of worship, and sessions-house, a small inn, where cars

can be obtained. From the historical survey of the county of Kerry, it appears to have been, in the thirteenth and fourteenth centuries, a place of some importance.

With the exception of the fertile lands in the calcareous valley in which the town is situate, and in those extending from it to Tralee and Castlemaine, the prevailing character of the country, for several miles around, is hilly, desolate moorland.

These hills, varying from 300 to 1,400 feet, are formal and softly rounded in their outlines, generally prolonged in ridges, and covered with the dwarf herbage peculiar to similar formations. And though but little, comparatively speaking, has as yet been done throughout this extensive hilly region, in the way of reclamation, the valleys and hill-sides, to the extent of many square miles, present many inducements to agricultural enterprise.

Good roads traverse this hilly district in various directions—such as from Castleisland to Listowel, Abbeyfeale, Newcastle, King William's-town, and Newmarket; and though, in a scenic point of view, it offers but few attractions to the tourist, it cannot fail to engage the attention of those interested in remunerative agricultural improvement, and to convince them of how much yet remains to be done in this department of our rural affairs.

The villages of Milltown and Castlemaine are respectively eight and ten miles from Killarney, on the road from that town to Dingle, and about two from the head of Castlemaine harbour. The latter, which is watered by the river Maine, contains the sites of the castles erected by Macarthy More and the Earl of Desmond, as a defence to their frontiers; and around the former is *Kilcolman Abbey*, the seat of Sir W. D. Godfrey, Bart. In the grounds are the ruins of the Augustinian abbey, founded in the reign

of Henry III., from which the demesne is named. The village contains a church, a nunnery, and Methodist meeting-house.

The small town of Killorglin is situated about thirteen miles from Killarney, on the road leading to Cahirciveen. It is situated on the right bank of the Laune, here a wide, navigable tidal river, and, as well as Milltown, contains a church, chapel, and Methodist meeting-house. Like Castleisland, these three small places—Killorglin, Milltown, and Castlemaine—are situated in the limestone valleys which, coastways, lie around the mountain chains of other formations.

The following are the principal seats around Killarney:—

Kenmare House—The Earl of Kenmare.
Muckross—Mr. Herbert.
Aghadoe—The Lady Headley.
Cahirnane—Mr. Herbert.
The Park—Mr. Cronin.
Flesk Castle—Mr. Coltsman.
Beaufort—Mr. Mullins.
Dunloe Castle—Mr. Mahony.
Whitefield—MacGillycuddy of the Reeks.

Of the above, Kenmare House and Muckross are the seats of the principal proprietors and of the locality. Irrespective of the unequalled scenery they enjoy, they are entitled to rank among the finest of our country residences.

NO. 60.—DUBLIN TO TRALEE.

FIRST ROAD, BY KILLARNEY.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Tralee.
Dublin,	—	—	203½
Killarney, by Rail, as in No. 59,	—	186	17½
Fieries Cross-roads, by Road,	8½	194½	9
Tralee,	9	203½	—

This is the quickest and easiest way of reaching Tralee, at least from all the more distant and important towns. The country between Killarney and Tralee possesses but little to interest the traveller, in addition to the observations we have made in connexion with the former town.

Tralee, the assize and principal town of the county of Kerry, is situated in a flat and fertile tract of land lying along the shores of a small inlet running up from the bay which bears its name. It is about a mile and a-half from the port which is at the suburb of Blenner-ville, but its stores and basin are connected with the port by a ship canal.

Tralee is one of the most thriving towns in the south of Ireland. In

addition to the public offices, build-ings, and places of worship common to an assize and borough town, it contains chapels for Presbyterians, Independents, and Methodists, as also a large infantry barrack.

The history of Tralee dates from the foundation of a monastery in 1213, by the Geraldines; it afterwards became part of the vast estates of the Desmonds, who built the castle; and on the overthrow of that powerful family, the castle, town, and a considerable tract of the surrounding country, were granted to Sir Edward Denny, the ancestor of the present possessor. In the various feuds and civil wars that ensued from the foundation of the town down to the abdication of James II., Tralee appears to have had no inconsiderable share.

Contiguous to the town, are the demesne and castle of Sir E. Denny, Bart., who has liberally thrown open his grounds for the recreation of the inhabitants. This demesne is bounded on the south by the Lee, the small river from which the town is named.

Ballyseedy, the seat of Mr. Blennerhassett, is three miles east from Tralee; and the villas of *Ballycarty*, *Tulligarran*, *Springhill*, *Rathanny*, *Arabella*, *Magh*, *Chute-hall*, *Maglass House*, &c., are all situated in the valley lying between the towns of Tralee and Castleisland. At seven miles from the town, in the above valley, and about a mile north from Maglass House, the Earl of Desmond's grave and place where killed in 1583, as marked on the ordnance map, is to be seen. About a mile from Tralee, on the road leading to Listowel is *Oakpark*, and in connexion with the road leading to Ardfert are several villa residences.

Ardfert is five miles from Tralee, on the road leading to Ballyheige; and though now a place of no importance, is an ancient diocesan site. Of its old cathedral, a portion has been fitted up as the parish church, and near it is the site of an ancient round tower and several churches. Close to the village is *Ardfert Abbey*, the seat of Mr. Crosbie; in the demesne which is extensive and comparatively well wooded, are the picturesque remains of the Franciscan monastery.

Five miles to the north of Ardfert and near Kerryhead, are the hamlet and castle of Ballyheige—the latter the seat of Mr. Crosbie. The castle is a fine modern structure from the designs of the late Mr. Morrisson.

Adjoining the demesne, is the small hamlet, post-office, coast-guard station, and police barrack.

Kerry-head is a remarkable promontory, projecting about five miles from the mainland into the Atlantic—its breadth being two and a-half miles. Maulin mountain, which occupies the centre of the promontory, rises to a height of 710 feet above the ocean. The shores are rocky, and the bleak moorland mountain sides, which in several of the lower and more sheltered places, have been more or less cultivated, slope gently down to the rocky cliffs, the cabins of the few inhabitants being clustered together in the more sheltered recesses.

A road crosses the seaward side of the dreary mountain to the coast-guard barrack and signal tower; and the road which leads northward along the coast, passes at three miles from Ballyheige near to the island and ruins of Ballingarry Castle.

Six miles from Tralee, on the low road leading to Listowel, is the village of Abbeydorney, near which is *Milltown House*, and the abbey ruins; and at eight miles, near the same road, is the village of Kilflyn, with its church and chapel.

The country and scenery around Tralee are interesting. To the east of the town, is the fertile valley extending to Castleisland. It is bounded on the north by the Stacks mountains, and on the south by the much more elevated range of Slievemish. On the west is the Atlantic, with the chain of mountains extending from Slievemish to Brandon, whose lofty summit on that side terminates the scene.

No. 61.—DUBLIN TO TRALEE.

BY LIMERICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tralee.
Dublin,	—	—	191½
Limerick, by Rail, as in No. 15,	—	129	62½
Clarina, by Road,	5½	134½	57½
Kildimo,	5	139½	52½
Askeaton,	6½	145½	46
Foynes,	6½	152½	39½
Glin,	8½	160½	31
Tarbert,	3½	164½	27½
Listowel,	11	175½	16½
Tralee,	16½	191½	—

By this line Bianconi's cars run direct from Limerick to Tralec, and also, during the summer months, from Tarbert to Tralee, in connexion with the Limerick and Kilrush steamers, which call at the former place in their trips up and down the Shannon.

In connexion with the environs of Limerick, No. 15, we have described the country along the commencement of this route, that is, as far as Clarina, which is about nine miles from Limerick.

Except the lands lying immediately along the estuary of the Shannon, the limestone plain travelled through from Clarina to Foynes is very fertile, though rocky, and admirably adapted to the rearing and breeding of live stock. It is, however, greatly exposed to the prevailing winds which rush along the valley of the Shannon, a defect which sheltering plantations judiciously arranged, would in time remedy.

Three miles below Kildimo is the village of Pallaskenry; near it, and close to the Shannon, are the demesnes of *Castletown*, Shannon Grove, and several other villas. *Castletown*, the seat of Mr. Waller, is beautifully situated, and commands fine views of the Shannon

and opposite Clare coast. Three miles to the west of Castletown, and near the shore, is Ballysteen. About four miles to the south of Kildimo, is *Currah*, the seat of Sir Vere De Vere, Bart. On the left is *Castle Hewson*, the seat of Mr. Hewson; and throughout this portion of the County of Limerick numerous castle ruins are met with.

ASKEATON

stands on the river Deel, about two miles above its confluence with the Shannon. The Deel is navigable for vessels of sixty tons burden up to the town, which possesses a church, chapel, a small inn, and several schools.

Here are the remains of a Franciscan monastery founded in 1420. The ruins are beautifully situated, close to the river, the cloisters are very perfect. The castle of Askeaton exhibits at this day a fine ruin. It was built by the seventh Earl of Desmond, on a solid rock of considerable height, and was surrounded by a lofty wall, which is again encompassed by the river Deel, the entrance being by a draw-bridge. The part of the castle which is still preserved is ninety feet high, and in it are still shown Desmond's

dungeon, and banquetting room. The castle was blown up in 1580 by Sir George Carew.

The present parochial church was that of the commandery of Knights Templars, founded in 1298; on the south side is a transept, now in ruins, and separated from the church by two lofty arches, which have been rudely closed up; and near the east end are the remains of an ancient tower, square at the base and octangular above. The country around Askeaton contains a good deal of rich though rocky pasture lands, and near the town are several villas. Two miles north of the town are the ruins of Drumdeely castle, seated on an eminence overlooking the Shannon.

About five miles from Askeaton, we reach the road leading to the village of Shanagolden, which lies about a mile to the left. A mile to the east of Shanagolden are the ruins of the abbey of Monasterna-galliagh; and about the same distance to the south are the ruins of Shanid Castle, another of the strongholds of the Earls of Desmond, from whence their followers took the war-cry of Shanid-a-boo, as the Fitzgeralds of Leinster took theirs, Crom-a-boo, from Croome Castle. This castle occupied a strong position on the summit of a steep hill, and is a very striking feature in the scenery of the district.

At Foynes is the natural harbour formed by the configuration of the Shannon, the adaptation of which, by necessary enlargements and deepenings, as the great western port to America, lately occupied such a large share of the public attention; so much so, that a bill has been obtained for the extension of the railway from Limerick to Foynes, preparatory to the construction of a harbour, if not for America, at least to obviate the disadvantages connected with the present port and docks of Limerick.

From the beautiful and roman-

tically situated village of Foynes to the village of Loghill, the road skirts the Shannon, the shores of which are, for so far, comparatively bold and rugged, and afford beautiful views of the estuary, which is here from one to two miles in breadth, and of the opposite shores of the county of Clare, particularly of the beautifully situated residence of *Cahircon*.

Passing the village of Loghill, with its church and chapel, we continue, generally, along the banks of the Shannon to the delightfully situated and respectably inhabited little town of Glin, adjoining which is *Glin Castle*, the seat of the Knight of Glin. From this, still continuing along the Shannon, we pass several villas, and through a more open and pastoral country to the town of

TARBERT,

which is conveniently situated and well circumstanced for trade, though, we regret to state, but little is carried on. It is in the county of Kerry, stands at the head of an inlet of the Shannon called Tarbert Bay, opposite to Clanderlaw Bay, on the Clare side, and these bays here give the Shannon the appearance of great breadth. Tarbert Bay affords the best anchorage on this side of the estuary; and the steamers from Limerick to Kilrush touch here both coming and going to land and receive passengers. The trip from Limerick to Tarbert is usually made in four hours. About a mile from the town, on a bold headland formed by the winding outlines of the Shannon, stands *Tarbert House*, the seat of Mr. Leslie, the proprietor of the town. From its elevated site and extensive plantations, it forms a conspicuous feature in the scenery, and a great relief to the bleakness around. From many parts of the demesne fine views are obtained

of the Shannon, its numerous islands, creeks, and sinuosities, and of the more prominent features along the opposite coast. Adjoining Tarbert demesne, on a small island, is a battery and revenue police station.

Tarbert possesses a neat church, a commodious chapel, and a small Methodist meeting-house, and two inns, where conveyances can be hired. It is a coast-guard station; and from the harbour a good deal of grain, pigs, and butter are forwarded to Limerick. In the neighbourhood of the town are *Ahanna, Leslie Lodge, Shannon Lawn, Clare Vicw, Ballydonohue, Tieraclea*, and *Carrinakilly*. *Sallowglen*, the seat of Mr. Sandes, is four miles from Tarbert; and two miles beyond it is the village of Ballylongford, situated at the head of a creek running up from the Shannon.

The village contains a chapel, and in the vicinity are the parish church and the ruins of Lislaughten Abbey. In the neighbourhood are *Rushy Park, Gortane, Lislayhten House, Rusheen, Killeltin*, and the remains of Carrigafoyle Castle. Near the latter, at the mouth of Ballylongford Creek, is the island of Carrig, on which is a small battery and the ruins of a small abbey.

Beyond Tarbert, the aspect of the country changes. The hills trend away southerly, and the country assumes an open and slightly undulating character, in which large tracts of bog prevail. The soil is generally inferior, though in many places well adapted to dairy husbandry. The houses of the gentry are few and far between, and the cabins of the peasantry are miserable. This flat and bleak tract district is bounded on the south by the Clanruddery and Stacks hills, which run westward to Tralee; on the west and north by Ballyheigue Bay and the estuary of the Shannon.

At six miles from Tarbert we

cross the Galey river, leaving the hamlet of Newtownsand as a little to the left. The Galey is the carrier of many of the streams that flow down the western side of the hills lying between Newcastle and Glin, whose united waters it bears along to the Cashen, the bearer of the waters to the sea.

The small town of Listowel, situated on the left bank of the Feale, has been much improved of late, and is now a considerable thoroughfare from the various lines of new roads which lead to it—among them, the line we are now travelling; the cross-road hence to Cork intersecting the Dublin and Tralee line at Abbeyfeale, and the road to Ballybunnian by Lisselton.

It contains a small square, a neat church, a commodious chapel, a sessions-house, &c., &c., and several shops, in which a considerable retail trade is carried on. There is also a comfortable inn. The country lying around this town is generally flat, and, as regards the soil, of a very mixed character—bog, pasture, and tillage lands, in constant alternations. It is thickly inhabited, and, at no very remote period, a great number of the proprietors were resident.

Adjoining the town, on the banks of the Feale, is *Ballinruddery*, the seat of the Knight of Kerry; at four miles, also on the Feale, is *Kilnteany*; and near the town are *Garryantanbally, Roseland Cottage, Greenville, Dromin*, and *Bedford*.

Four miles from Listowel, on the road to Ballylongford, is the village of Gunsborough; at five, to the west, the village and church of Lisselton; and at nine miles, the village and caves of

BALLYBUNNIAN.

The village, which is four and a-half miles from the cross-roads of Lisselton, is situated on a very small bay near the mouth of the Shannon;

and of late years has been a good deal frequented for sea bathing, for which, by its smooth strand, deep water, and caves that are accessible from the strand, it is admirably adapted. A small inn has been fitted up, several lodging houses built, and the roads and country around, much improved. The celebrity of the caves and cliffs have also induced many sojourners; and, besides, the country immediately around Ballybunnian is much more interesting than any part of the district travelled through from Tarbert.

The caves form part of the cliffs which are near the village. The great cave, known by the name of Pigeon Cave, or Neptune's Hall, is of great dimensions, the noble dome being seventy or eighty feet high, and, in point of beauty, it probably is without a rival. To see this and the other larger caves, it is necessary to enter by water, which can only be done when there is but little swell setting in from the ocean. The cliffs extend northward along the mouth of the Shannon, from Ballybunnian to Dooneen point, a distance of four and a-half miles, and, though not lofty, are interesting, particularly Doon bay, with its singular arches and detached conical rocks. Along the line of cliffs the ruins of the castles of Doon and Lick can still be traced, and from the headlands, extensive views of the mouth of the Shannon and of the opposite promontory of Loop-head, on the coast of Clare, are obtained.

About four miles to the west of Listowel are the villas of *Finuge*, *Killycrim*, and *Ennismore*. Two miles to the west of the latter, the rivers Brick, Galey, and Feale unite, and, under the name of the Cashen river (which is tidal, and flows through a deep, boggy tract), their mingled waters are borne to the mouth of the Shannon.

About two miles from the junction of the above rivers, and eight

from Listowel, is the village of Ballyduff, and close to it is *Ballyhorgan*; and near it the ruins of the round tower, the Church, the Abbey, and House of Rattoo. About two miles beyond Ballyduff, on the road leading to Moneycashen, is *Ballyconry House*; and at Moneycashen, which is about two miles from the latter, the site of seven churches is pointed out. Moneycashen is situated at the mouth of the Shannon, where the Cashen discharges its waters.

Seven miles from Listowel, on the low road leading to Tralee, is the village of Lixnaw, and near it, the ruins of *Lixnaw House*, the old residence of the Earls of Kerry. Six miles to the west of Lixnaw, on the road leading thence to Ballyheige, is the village of Causeway, with its church and chapel; and, near it, *Ballynoe House*. Two miles from the latter, adjoining the village of Drommartin, is *Rattoo House*.

There are two roads from Listowel to Tralee—one, the lower line, by Lixnaw and Abbeydorney; the other, the higher, and the line generally travelled, lying along the western base of the Stacks hills. The Stacks hills separate the valley of Tralee from the plain of Listowel, rise to a height of 1,200 feet, and are eight miles in length. They are remarkable features in this district, and, from their acclivities, views of the whole tract of country lying between Tarbert and Tralee are commanded.

The district between Tarbert and Tralee, generally noticed under this road, may be regarded as the largest tract of arable lands lying together in Kerry.

Proceeding from Listowel to Tralee, at eight miles, we pass, on the right, *Crotta House*, and, at eleven miles, the road leading down to Abbeydorney.

As we advance towards Tralee, the road sweeps round the western

point of the Stacks hills; and in the descent, we obtain a view of the valley running eastward to Castle- island—of Tralee, the bay, and the surrounding mountains.

No. 62.—DUBLIN TO DINGLE.

FIRST ROAD, BY KILLARNEY AND CASTLEMAINE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dingle.
Dublin,	—	—	224½
Killarney, by Rail, as in No. 59,	—	186	38½
Fieries cross-roads, by Road,	8½	194½	30½
Castlemaine,	4½	199	25½
Anascaul,	15½	214½	10½
Dingle,	10½	224½	—

SECOND ROAD, BY TRALEE AND ANASCAUL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dingle.
Dublin,	—	—	233
Tralee, as in No. 60,	—	203½	29½
Curraduff Bridge,	9½	213½	19½
Anascaul,	9½	222½	10½
Dingle,	10½	233	—

THIRD ROAD, BY TRALEE AND CONNOR HILL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dingle.
Dublin,	—	—	230½
Curraduff Bridge, as in second road,	—	218½	17
Stradbally,	7	220½	10
Dingle,	10	230½	—

The peninsula of Dingle is about thirty miles in length—its average breadth seven miles. It is bounded on the south by Dingle bay, and on the north by the Atlantic and the small bays of Brandon and Tralee. It is generally of a mountainous character—the chain commencing with Slievemish on the east, whose summit, Baurtregaum, attains to an elevation of 2,796 feet, and ending with Brandon, whose peak rises over the ocean 3,127 feet. In its geological character, the eastern end of the peninsula is sandstone, the western end, the upper silurian rocks. The northern coast is diversified by the bays of Tralee, Brandon, and Smerwick harbour; the southern, by the harbours of Castlemaine, Dingle, and Ventry. The shores of the bays of Tralee and Brandon, and also of the harbour of Castlemaine, are smooth and sandy; all the rest of the peninsula, which is more exposed to the fury of the Atlantic wave, is bold and rocky, particularly at Brandon head, where one of the summits adjoining the cliffs rises 2,509 feet above the

sea. Indeed, from Slee-head to Brandon point, a distance of twenty miles, the coast scenery is striking—in some places, as around Smerwick and Brandon, truly grand.

The summits and sides of the mountains are covered with peat; the surface and forms of the lower acclivities are greatly diversified. The cultivated parts are confined to the more sheltered shores, valleys, and lower acclivities; they are greatly divided and subdivided, and occupied by a very poor tenantry.

Dingle, the only town in the district, is situated in a sheltered bay, on the southern side, and near the western extremity of the peninsula. It is twenty-nine miles from Tralee, and thirty-nine from Killarney; and the roads connecting these towns with Dingle are the only continuous lines in the district, and these lines we have given in our tables of distances, under the heads of first, second, and third roads.

In summer, Lianconi's cars run along two of these lines—one, by the northern shores of the peninsula, and across Connor Hill; the other, branching off it near Curraduff bridge, and crossing the intervening mountain valley to Anascaul, and thence to Dingle. Along the southern side of the peninsula, which branches off the Tralee and Killarney line at Castlemaine, and joins the preceding at Anascaul, no public conveyances, as yet, run; but, doubtless, on the extension of the railway to Tralee, this will be the line connecting Dingle with the rest of Ireland.

By the first line, the road from Castlemaine to Aughilsbridge, a distance of seven miles, keeps along the southern base of the Slievemish mountains, and near the sandy shores of Castlemaine harbour, maintaining, generally, such an elevation as commands views of the latter, as well as of the opposite mountains of Iveragh, and passing

through the only portions of cultivated land on this part of our road—these portions being limited to the shores of the harbour and lower acclivities of the mountains.

We may here again observe, that the Slievemish mountains constitute a remarkable feature in the scenery of this district, and that their highest summit, Baurtregaum, rises directly from the ocean to a height of 2,796 feet.

At the hamlet of Inch, the Em-lagh river is crossed. This stream runs through the glen lying between the Slievemish and Ballynasare mountains, carrying down the waters flowing from their sides to the sea.

Soon after passing Inch the road leaves the coast and reaches the village of Anascaul, where there is a small inn, church, chapel, police barrack, court-house, and glebe house, where the road to Tralee branches off, and where the Owenascaul stream crosses the road in its progress to Dingle bay—Lough Anascaul, the source of the stream, around which there is interesting mountain scenery, lying about three miles to the north of the village. Below Anascaul, on the shore, is *Faieldarrig*, the residence of Mr. Hickson, and above the village, to the north, is *Ballintermon House*.

Along the mountain valley which extends from Anascaul to Curraduff Bridge—that is, crosses the peninsula from Dingle to Tralee bay—there is a considerable extent of partially cultivated, rough, pastoral lands; and from the road good views of the mountains limiting the valley are obtained.

From Anascaul to Dingle a greater breadth of cultivated lands is passed through—the road keeping, generally, about two miles from the shores of the bay, which are somewhat bold and rocky, and not tame and sandy, as those of Castlemaine harbour invariably are. This portion of our road keeps along

the base of Ballynasare mountain, which, as we have already remarked, rises 2,094 feet above the sea.

Dingle, the most westerly town in Ireland, is situated at the head of a capacious sheltered harbour—an inlet of the bay which bears its name. It dates from a castle built in the fifteenth century by an English family of the name of Hussey, to whom one of the Earls of Desmond had granted a tract of land in that vicinity. On the forfeiture of the Desmond estates, it was granted to the Earl of Ormonde, from whom it was purchased by Fitzgerald, Knight of Kerry. It is said to have been much frequented by the Spaniards, who colonized here; and Mr. Inglis, as well as other travellers, states that the inhabitants still retain traces of their Spanish origin. Be that as it may, it is too true, that no town and vicinage of the same extent, either in Spain or elsewhere, can exhibit more wretchedness and poverty. It principally consists of a main street, of a mile in length, with branching lanes and smaller streets. The chief business carried on is in the export of agricultural produce: the retail trade of the district, and the fishery, which, in addition to supplying the town and neighbourhood, also affords considerable quantities of the finer sorts of fish for the market of Tralee.

With a population of upwards of 3,000 inhabitants, it contains the usual fiscal offices, places of worship, schools, inns, &c., common to a district town.

Farrannakilla and *Grove* are near the town.

From Dingle to Brandon Head, coastways, a distance of twenty miles, the country is much diversified by mountains, hills, valleys, sea bays, promontories, headlands, and all that lend interest to wild, remote scenery. The cultivated lands, with their accompanying groups of cabins, are met with

throughout the valleys, and for nearly 500 feet up the sides of the hills. Roads run in various directions to all the accessible points, and boats and cars are to be hired in Dingle.

Immediately to the north of Dingle, the mountain of Ballysitteragh rises 2,050 feet above the tidal water of the harbour, and along its western sides a road is carried due north for eight miles to the coast, where the magnificent headlands of Brandon commence. From this line roads branch off to Ballydavid Head, Smerwick harbour, and other intermediate points.

Smerwick harbour is five miles north-west from Dingle. It penetrates the land for about three miles, and around its inland shores are several church and castle ruins, evident marks of its occupancy in former times. Considerable tracts of cultivated lands lie along the more sheltered parts of the shores; but seaward the shores are bold, rocky, and much exposed to the fury of the prevailing storms; and at the entrance to the harbour, the rocky promontories known as the Three Sisters, rise from 450 to 500 feet above the sea.

Ventry harbour is separated from Dingle harbour, by a neck of land of about a mile in breadth.

Burnham, the seat of Lord Ventry, is situated on the eastern shores of the former, about three miles from the town of Dingle, the village of Ventry, with its church and chapel, being situated at the head of the harbour which bears its name, four miles west from Dingle.

From Ventry, roads are carried to the small bays and villages of Dunquin and Coumeenoolle, the former being about four and a-half and the latter about five and a-half miles from Ventry. Coumeenoolle bay is limited by Dunmore Head, the most westerly point of the mainland, beyond which are the six Blasket islands, and a dozen of named rocky islets. The great

Blasket island is separated from the mainland, at Dunmore Head by the Blasket sound, which is about a mile in width. The island is nearly four miles in length, by half a mile in breadth, contains about 1,020 statute acres, rises 957 feet above the ocean, and is a striking feature in the scenery of this extraordinary coast. At Garraun point, which is on the north-east side of the island, there is a small harbour, several houses, and a school. Five others of the smaller Blasket islands lie around. They are lofty, picturesque in form, and contain some striking cliff scenery, particularly Tearagh, which is a stupendous rock, almost as fine an object as the great Skellig, a similar structure lying about twenty miles to the south.

A good deal of intercourse is carried on between the barony of Iveragh and Dingle. Cahersiveen, the principal town of the former, being only fourteen miles from the latter, the sail across from Dingle to Coonanna harbour being eleven miles, whence a road of three miles leads to Cahersiveen.

In fine weather, tourists frequently avail themselves of the sail across the bay, whence the splendid scenery of Dingle and Iveragh are finely displayed; and from Cahersiveen, after visiting the island of Valencia, proceed either to Kenmare or Killarney.

Sybil Head is six miles north-west of Ventry. On the road leading to it, and five miles from Ventry, is the village of Ballyoughteragh, close to which is Ferriter's Cove.

Near this, in 1580, 700 Spaniards and Italians landed, with the munitions of war for 7,000 men. They were soon attacked by the Lord Deputy, with a powerful force from sea and land, and put to the sword. The circumstance is rendered still more remarkable, from Sir Walter Raleigh, then a captain, having been engaged in the attack. At three miles from Ventry, on the same

road, is the village of Ballyferriter, with its modern church, chapel, and ancient church and castle ruins.

By the SECOND LINE, our way from Tralee to Curraduff Bridge lies along the northern base of the Slievemish mountains, and near to the shores of Tralee bay. It there crosses the Finglass river, which falls into the sea a little below the Glebe-house and church of Kilgobban, crosses the upland valley lying between the Slievemish and Ballynasare mountains to Anascaul, where it joins the FIRST LINE, and then proceeds to Dingle.

As in the preceding line, the cultivated lands are limited to the shores and the lower acclivities of the mountains; Baurtregaum, the summit level of Slievemish, is about two and a-half miles from the road; and, near its apex, are the rocks called Fin MacCool's chair.

By the third road, we keep along the shore from Curraduff Bridge to Fermoy, which is about two miles beyond Stradbally, passing, at six miles from Curraduff, Killiney church and Stradbally House; where the road leads down to Lough Gill and the village of Castle Gregory, and where there is a coast-guard station, police-barrack, and post-office. At Castle Gregory is the narrow, sandy peninsula of Magharabeg—running from the main land to the seven Hogs or Magharec Islands, and separating the bays of Brandon and Tralee. It is about four miles in length and a mile in breadth. On the largest of these rocky islets, Illauntannig, are the ruins of a small ancient church. The island is inhabited.

At the hamlet of Fermoy, which is two miles from Stradbally, we leave the coast and commence the ascent to Connor-hill. Fermoy is on the shores of Brandon bay; and at two miles from it, and also on the shores of the bay, are the hamlets of Boherboy and Cloghane with its church and chapel. Near Bran-

LIMERICK TO KILLARNEY & TRALEE.

Killarney 185 St. Miles

Tralee 182 St. Miles



don Point, are a coast-guard station, Quay village, and *Brandon lodge*. Along the western shores of Brandon bay, which are sheltered from the Atlantic storms, considerable tracts of cultivated lands, extend along the base of Brandon hill.

The traversing road which crosses Connor hill from Brandon bay to the town of Dingle, attains to the great elevation of 1,354 feet; and

from the ascent, the summit, and the descent of this grand pass, magnificent combinations of mountain and coast scenery are continuously presented to view. Brandon hill, the great feature of the district, is seen rising in a succession of precipitous rocky ridges to the height of 3,127 feet, its sides containing deep glens, in which small loughs are embosomed.

No. 63.—DUBLIN TO ABBEYFEALE.

BY LIMERICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Abbeyfeale.
Dublin,	—	—	167½
Limerick, by Rail, as in No. 15,	—	129	88½
Patrick's Well, by Road,	5½	134½	83
Adare,	4½	139½	78½
Rathkeale,	7½	147½	71½
Newcastle,	7½	155	64½
Abbeyfeale,	12½	167½	—

Until the extension of the rail to Killarney, from Mallow, this was the mail-coach line to Tralee and Killarney; but since that extension opened, few, comparatively speaking, travel to either of these towns by this road. It is, however, the most direct and the most generally frequented road to all the country lying between Limerick and Abbeyfeale.

Bianconi's and other cars ply on this line as far as Newcastle, and at that town conveyances can be hired.

Connected with the environs of Limerick, No. 15, we have noticed Adare, its neighbourhood, and the country between it and Limerick.

In proceeding from Adare to Rathkeale, several church and castle ruins are passed on either side of the road.

Rathkeale, which is situated on the banks of the Deel, is the largest town between Limerick and Killarney.

It is a place of considerable antiquity, as the various ruined castles in its immediate vicinity, and the remains of the ancient priory in the town, testify. It contains a courthouse, union workhouse, and the various places of worship common to large towns. The only business done is the retail trade of the town, and the sale of agricultural produce at the weekly markets and fairs. Cars can be obtained at the hotel.

In the vicinity of the town are *Beechmount*, *Rathkeale Abbey*, *Ballywilliam*, and *Castle Matrix*; and at two miles, on the road leading to Ballingarry, is *Mountbrown*; and on the south side of the town are *Wilton* and *Danesfort*. About five miles south-east of Rathkeale is the village of Ballingarry. It is situated among the high pastoral lands lying around the hill of Knockfearna, which attains to an elevation of 949 feet, and commands views of the greater part of the rich and central plain of

Limerick. In the vicinity of *Balingarry* are *Glenwilliam*, *The Grove*, and *Odelville*; and in the town, the remains of several religious houses, founded at an early period, can still be traced; of one, a little to the east of the town, the walls and tower are still remaining. *Castle Matrix*, which was erected in the reign of Elizabeth, is situated on the right bank of the Deel, and is a remarkable feature in the scenery of the district. At three and a-half miles from *Rathkeale*, close on the road to the right, is *Reens House*, and about one and a-half miles west of which is *Elmhill*, the seat of Mr. Studdert; beyond which is *Cahermoyle*, the seat of Mr. Smith O'Brien.

The town of Newcastle is situated near the termination of the fertile country we have just travelled through, and is watered by the *Arra*, a beautiful stream, which ripples through the town in its progress to the Deel — the latter being the stream which carries down all the waters of the district to the Shannon. The town, from its situation, has a pleasing rural appearance; and this character is augmented by the old trees which adorn the residence of the noble proprietor, the Earl of Devon. The castle, which was neatly fitted up as a residence by the late Lord Courtenay, is a part of the old buildings of the Knights Templars. The neat church, also built by his lordship, is near the castle. Newcastle is a good market town, and supplies all necessary commodities to a large mountain district. There are some coarse cloths, &c., manufactured in the town, and in the vicinity is a large bleach green. Newcastle formed part of the immense possessions of the Earls of Desmond; it is now the property of the Earl of Devon, whose estates adjoin the town.

In the vicinity of the town are *Castleview*, *Ringwood*, *Dromin*, and

Churchtown. Eight miles from Newcastle, on the road leading to Charleville, is *Springfield Castle*, the seat of Lord Muskerry; two miles beyond it, on the same road, is the village of *Dromcolligher*. Two miles to the west of *Springfield Castle* is *Mount Plummer*, the residence of Mr. Plummer; and at three miles, *Glenduff Castle*, Mr. Stevely.

Five miles east from Newcastle, is the village of *Knockaderry*, and near it *Chesterfield* and *Knockaderry House*. Four miles to the north of the town is the village of *Ardagh*, and a mile to the north of it are *Glenville* and *Cahermoyle*.

The hills which, at Newcastle, limit the extensive fertile plain of Limerick, are generally termed the *Mullaghareirk* mountains. They join the *Kerry* mountains on the west, and those of *Cork* on the south, forming part of the great mountain district of the south of Ireland. They rise to upwards of 1,200 feet above the sea, their summits generally peaty moorland, and many of their valleys and lower acclivities fertile and very reclaimable. In many parts considerable improvements have been effected; but vast tracts yet remain in a state of comparative waste.

From Newcastle across those hills various roads have, within these few years past, been made; and these roads, in winding around the acclivities of the hills, exhibit the whole plain of Limerick and Clare, with their mountain boundaries. The estuary of the Shannon is also seen from many points in its entirety, and the configuration of the hills travelled through is displayed.

Proceeding from Newcastle to *Abbeyfeale*, we leave *Ashgrove* to the right. In ascending by the new road which winds along the slopes of the hills, the eye ranges over one of the most extensive fertile plains in the kingdom—the plain of Limerick to which we have just referred.

Having gained the required height, the road for the next fifteen miles winds in easy inclinations along the heath-clad hills, and pastoral valleys, which, with some exceptions, form the high moorland tract lying between Newcastle and Abbeyfeale; the hills not attaining to a great elevation. Nearly the whole of this district, though, generally speaking, susceptible of remunerative improvement, lies in a state of comparative waste; and though the more fertile and accessible parts are undergoing reclamation, the general aspect is desolate. For about seven miles—that is, from Inchaun bridge to Abbeyfeale, we travel through the valley of the Allaghann, and for that distance enjoy the companionship of that mountain rivulet.

ABBEEFEALE,

situated on the Feale, on the confines of the county of Limerick, and named from the abbey ruins on the river banks, which was founded in 1188, by Brien O'Brien, for Cistercian monks. The village contains a church and R. C. chapel, a few shops, a small inn and posting-house, where horses and cars can be hired. Five miles below Abbeyfeale, on the left bank of the Feale, is the village of Duagh, with its church and chapel; and a little below it, on the right bank, is *Kilteany*, the seat of Mr. Mahony. The village of Athea is about seven miles to the north of Abbeyfeale, where Mr. Goold, the proprietor of

that upland estate, has effected considerable improvements. Below the village are the ruins of Purt Castle, built by a branch of the Geraldines, to command the pass of the Feale.

Two and a-half miles from Abbeyfeale we cross the Feale, by the Wellesley-bridge, a little above the confluence of several mountain streams. Here the bleakness of the prevailing scenery is relieved by the union of several valleys, each bearing its tributary stream to the Feale; and some cause for gratulation afforded, in the consideration of the benefits conferred on this district by the two lines of road lately made by the Government, which here meet—one we are now travelling, the other crossing from Listowel to Cork.

Although the country generally maintains its wild and hilly character, as the tourist proceeds to Castleisland, he will meet with extensive breadths of improved farms; and more particularly on the estates of Lord Headley, where much good has been effected in the improvement of the country and tenantry by a judicious outlay on the part of the late lord. On emerging from this dreary hilly district, the great mountain ranges of Kerry rise to view; and, in descending to Castleisland by the long traverses which the road makes, to gain an easy rate of descent, the Killarney and Tralee mountains in all their bold and majestic outlines are finely displayed, as also the fertile valley extending from Castleisland to Tralee.

No. 64.—DUBLIN TO CAHERSIVEEN AND VALENCIA.

BY KILLARNEY, ETC.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Valencia.
Dublin,	—	—	226½
Killarney, by Rail, as in No. 59,	—	186	40½
Beaufort, by Road,	5½	191½	35
Killorglin,	7½	199½	27½
Behy Bridge,	8	207½	19½
Cahersiveen,	16½	223½	2½
Valencia,	2½	226½	—

Bianconi's cars run daily to and from Killarney and Cahersiveen; and, on the extension of the railway from Killarney to Tralee, the cars will, doubtless, run in connexion with the trains.

The country from Killarney to Killorglin, inclusive, we have briefly noticed in our description of the country lying around the former town.

About four miles from Killorglin, and a little to the left of the Cahersiveen road, embosomed in the mountains of Glencarragh, is the lake of Carragh, long known to anglers as affording excellent sport, but little to tourists, although exhibiting some of the finest and wildest scenery. It is about three and a-half miles in length, its breadth varying from one-quarter to three-quarters of a mile; its area about 1,200 acres, and its height above the sea, fifty-seven feet. Its principal supply is the Carragh river, which flows down the wild glen bearing its name; aided by the numerous streamlets and rills which rush down the sides of the mountains surrounding the lake. A considerable extent of natural wood adorns the shores of the lough, particularly at the upper end of it, where the scenery is most interesting.

About a mile above the lough, on the wooded shores of the river Carragh are the fishing lodges of

Lickeen and Black Stones. This is a most picturesque spot, the river fringed with beautiful woods. The mountains rise around on every side, displaying great variety of character and outline—the Reeks being the most conspicuous; and next to them, Athar attracts the attention, by the beautiful form of its lofty conical peak, 2,540 feet high. This is the only place where these native woods have been preserved; even within a hundred years they covered the valleys for many miles. From many points, however, around the lake MacGillicuddy's reeks and the mountains of Glencar are seen in their finest points of view.

Accommodation may be obtained through the hospitality of a worthy farmer, Mr. Breen, who resides here; and it is well worth the pedestrian's undertaking the ascent of Carran Tuohill from this point, the route displaying some of the tremendous precipices in the recesses of the Reeks, which are not seen from the Hag's glen or Commeen-duff.

At five and a-half miles from Killorglin as we proceed to Cahersiveen, we cross the bridge under which the Carragh river carries down the overflowing waters of the lough to the creek which bears its name—the creek being an inlet running off Castlemaine harbour. At eight miles we reach the small

inn of Glenbegh. This is situated near the head of the bay, which is bounded by the long, sandy ridge of Rossbeg, and forms the commencement of the extensive and interesting improvements lately effected on this part of the large estates of Lord Headley. These improvements, consisting of planting large tracts of high grounds, embanking sea-flooded lands, forming roads, building comfortable cottages, yield an agreeable relief to, and striking contrast with the dreary, mountainous, boggy tract around. Beyond this our road is carried, at the height of 200 feet, along the edge of the cliffs forming the base of the Drung mountain, which rises precipitously out of the sea to the height of 2,104 feet; and it commands, for several miles, a delightful view of the noble bay of Dingle and the Dingle mountains beyond, forming one of the most interesting portions of all the sea-coast scenery in the British empire. Inglis, describing this road, states that "in the magnificence of its mountain and sea views it is little inferior to any of the celebrated roads along the shores of the Mediterranean, and is every way superior to the road from Bangor to Conway, in North Wales."

Leaving the bay of Dingle, with its splendid scenery, we now proceed along a high, bleak, and boggy tract, exhibiting here and there a reclaimed spot. The bleakness and monotony of the surface is, however, relieved by the lofty mountain ranges which occupy so large a portion of the district we are now travelling through, namely, the barony of Iveragh.

In descending to the coast we pass, on the left, *Bahoss*, the residence of Mr. O'Connell; and a little further, at the head of a small sea bay forming the mouth of the Cahir river, are the walls of the humble birth-place of the late celebrated Daniel O'Connell, to the right of which is *Hillygrove*; a little farther, the vil-

lage of Cahersiveen. Cahersiveen is, with the exception of Dingle, the most westerly town in Ireland. It consists of a main street of considerable length, with several branches, and contains the usual places of worship and fiscal offices, &c. &c., common to a district town; and at the inn cars and ponies can be obtained. Situated on the shores of the small sea bay called Valencia river, it carries on a little trade; and a good many hands are employed in fishing.

Castlequin, the residence of Mr. Mahony, is a mile from the town, on the opposite side of the bay.

Valencia harbour is three miles west from the town. It is separated by a narrow channel, which at Reenard point, two and a-half miles from the town, is about half a mile in breadth. The island is five and a-half miles in length by two in breadth, the soil in many places good, and more than half of the entire area is cultivated. The western side is high, rocky, moorland, rising at its summit to 880 feet. The cliffs, too, on the west side are bold. At Bray head, the most southerly point of the island, Illaunken rock rises 518 feet.

The slate and flag quarries are on the west side; they are extensive and valuable, and flags, adapted to many purposes, can be obtained of any required size.

On the island there are places of worship, schools, a post-office, coast-guard station, a small but comfortable inn, *Glenlaum*, the lodge of the Knight of Kerry, who is the principal proprietor, and one or two other villas. The ferries are at Reenard point and Portmagee, the former two and a-half, the latter eleven miles from Cahersiveen.

Valencia bay, which is on the north side of the island, is an inlet of Dingle bay—three miles in length by two miles in breadth. It is divided by the small island of Beginish into Lough Kay and Valencia harbour. One arm of the bay runs up

to Cahersiveen, the other separates Valencia from the main land.

As the most westerly port in Europe, the harbour has been surveyed by the Government, with the view of rendering it a station for vessels bound to or returning from America.

"The views," Mr. Inglis observes, "about Cahersiveen are interesting, of a wild and solitary character. The mountains jut into the sea on every side; the island of Valencia lies opposite, separated from the main-land by a narrow channel; and the small town enclosed among the brown mountain slopes, seems like a place at the world's end."

At Valencia, too, the Atlantic may be seen in all its grandeur; the waves are of a size and volume almost incredible to those who have not witnessed the ocean in such favourable situations. There is a fine cave, 70 feet high, and very deep on the shore of Lough Kay. A walk round Doulas head and to Coonanna bay, combines the grandest features of ocean and mountain scenery with the most singularly picturesque rocks. The northern or principal entrance to Valencia harbour, between Beginish and Cromwell's fort, is very fine: a light-house has been erected at the latter spot.

Solitary and wild as is the general character of the country around Cahersiveen, there is a considerable extent of tolerably good land in its vicinity, which has of late been much improved.

Bolus Head, which forms the westward boundary of Ballinskelligs bay, is about thirteen miles south-west from Cahersiveen. The headland rises 940 feet, and commands an extensive view of mountain and sea. The Great Skellig, with its two light-houses, rising high above the billowy Atlantic, appears not merely as a beacon to the mariner, but as the sentinel of the long line of iron-bound coast.

The dark colour of the vast un-

broken surface of the mountains of Iveragh, as seen from Bolus Head, in common with all the other more elevated points along the coast, add much to the wild and desolate character of the scenery; and at the same time, contrasts with the deep, blue ocean that rolls along their magnificent shores.

The Skellig rocks are nine miles off Bolus Head, the smaller being one mile nearer the shore than the great one. Its outline is very remarkable, and its cliffs are covered with gannets—this being the only rock on the coast on which they breed. The Great Skellig is an enormous precipitous rock of slate, 611 feet high. Two light-houses have been erected on it, the highest, between 300 and 400 feet above the sea, and a road made up to them at a vast expense. Four families connected with them reside here, and are regularly provisioned for several months. The ruins of the ancient abbey are still to be traced, and these curious wells which are found in the wildest and most inaccessible islands all along the west coast of Ireland. This was a well-known place of penance in former days, and even old men and women climbed to the summit of the rock, and went out on a projecting slab of slate to kiss its extreme point, from whence the slightest false step would precipitate them from a height of 600 feet into the ocean.

Lough Currane, so well known to anglers, lies to the south of Cahersiveen; the road to it, for eight miles, lies across a dreary boggy tract, possessing no interest beyond the mountain views. At the edge of Ballinskelligs bay we meet the river Inny, and at eleven miles from Cahersiveen, reach the village and house of Waterville, adjoining which is Lough Currane—to the angler one of the most interesting of all our lakes. It is about eight miles in circumference, much broken in its outline, and the scenery around wild and bold. There

are several islands on it; the largest is called Church Island, and on this there are some very curious ecclesiastical and other ruins. Lough Currane is principally supplied by the overflowing waters of the gloomy Loughs Vogher and Girahe, situated a few miles higher up, among the mountains. The river, which discharges the surplus waters of the lake, is about half a mile in length from the lake to the sea. A weir has been thrown across the river at high tide mark, where the tide and fresh water are often seen to meet, and the trout and salmon leaping up.

Waterville, the residence of Mr. Butler, lies at the end of a fine strand upwards of a mile long, and near the centre of Ballinskelligs bay, into which, in stormy weather, the enormous waves of the Atlantic roll and break with tremendous power.

At the village of *Waterville* there is a small inn, where anglers generally stop. From *Waterville* the new line of road, leading around the coast from Cahersiveen to Kenmare, gradually winds up the mountain for about four miles; and from the summit, which is very high, a magnificent view of sea and mountain is obtained. From this point we descend to *Darrynane*, the seat of the late Daniel O'Connell.

Darrynane is about sixteen miles from Cahersiveen; the house is a large, incongruous pile of building,

growing out of additions and patches of every style. It is romantically situated on a small lawn, surrounded by a considerable extent of scrubby woodland, facing a beautiful little bay having a fine strand at its termination, and bounded by dark rocks and bold headlands. The ruins of the small abbey are situated on the isolated headland which forms the western side of the bay, and close to the water's edge. From the higher parts of the rocky, moorland hills rising all around, the views are very striking. In front, *Scariff* island, which is five miles from the shore, and one mile in diameter, rising 839 feet above the sea, is a fine feature, while other picturesque islands diversify the prospect seaward. In the distance are the *Skelligs*; and the view of the Atlantic, towards the north, is bounded by *Bolus Head*; fine rocky mountains to the north and east complete the picture. Close to *Darrynane* is a snug little harbour, where yachts can lie safely, and vessels from one to two hundred tons come along side the small quay.

The village of *Caherdaniel*, with its school and chapel, is close to the demesne. Generally speaking, the country far around is high, wild, rocky moorland; and the numerous patches of tillage which chequer the surface produce, so far as they extend, a singular appearance.

No. 65.—DUBLIN TO KENMARE.

BY KILLARNEY.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Kenmare.
Dublin,	—	—	205
Killarney, by Rail, as in No. 59,	—	186	19
Cloghereen, by Road,	2½	188½	16½
Cross-roads to Sneem,	10½	199½	5½
Kenmare,	5½	205	—

On the arrival of the mail trains at Killarney, cars are despatched to Kenmare; and irrespective of the trains, cars leave Killarney

every day for Kenmare and Glengarriff.

On leaving Killarney, we proceed along the very interesting mountain road lately made from that town to Kenmare. The first eight miles, which we have noticed in our description of the environs of Killarney, exhibit as fine scenery as anywhere around that celebrated place. From the Mulgrave police barrack, lying about midway between the two towns, a striking feature in the scenery, the road continues to ascend to a small, rocky defile on the summit of the ridge. In the ascent we command a view of the Upper Lake, and the greater part of the mountains in and around Killarney. Having cleared the small, rocky pass, we commence our descent to the opposite valley, and in our progress along the windings of the road, enjoy a view of the Dunkerrin mountains, lying westward; the Caher, Slieve Miskish, and Glengarriff mountains to the south; and the Priest's Leap mountain, with its connecting chain of hills stretching eastward to the valley of the Flesk. As we advance, the small town of Kenmare, with its solitary church spire, seems to occupy the centre of the dreary plain; above the town is seen the bleak, moory valley through which the river Ruaghty flows, and below it the long and beautiful bay, blending with the ocean.

Kenmare is situated at the head of the bay which takes its name and at the mouth of the estuary of the small river Ruaghty. The town was founded by Sir William Petty, ancestor of the Marquess of Lansdowne, the chief proprietor of this district, who, having obtained an extensive grant of land, established a colony of English here in 1670. It now consists of one large street of neat and well-built houses, from which others diverge towards the Sound. The church is situated on a gentle eminence, a little to the east of

the town. The chapel, a large edifice, and a small Methodist meeting-house, are in the town; to which we may add several schools, news-room, sessions-house, market-house, and union workhouse, &c. At the commodious inn cars and carriages can be hired.

A little below the town is a small substantial pier; it has a depth of sixteen feet at high water, and vessels of large size may at all times come within a mile of it. Coal, timber, iron, and slates are the principal articles imported; and from the small portion of tillage in this unimproved district, the importation of potatoes becomes necessary whenever there is a failure of that crop. A ship-load of corn is occasionally exported, and a considerable supply of salmon is sent to Killarney from the fishery at the Sound.

The arm of the sea generally called the river Kenmare, or more properly, Kenmare bay, is the deepest in Ireland. It is thirty miles in length, and the breadth gradually increases from two hundred yards to about five miles. Its shores exhibit most varied and romantic views, the upper part, the only portion usually seen by travellers, being the least interesting. As Dingle bay is the grandest, so this may be considered the most beautiful of Irish sea bays. There are several islands on its surface, some of them very picturesque.

Lansdowne Lodge, the residence of the marquess's agent, is a little above the town; and the other residences in the neighbourhood are *Greenlane, Killowen House, Rockwell, Beechmount, Roughty Lodge, Killowen, Tubrid, and Sound Lodge*. It is pleasing to observe from the numerous small and compact farm-houses, with their surrounding enclosures and hedgerows, which are scattered along the sides of the mountains; the roads which run up the glens and traverse the acclivities, the extent of young plantations lately

formed, and the preservation of the remnants of the natural woods which are met with, the care and interest which Lord Lansdowne takes in the improvement of this large estate; and that, while the judicious culture of the soil has been attended to, the comforts of the tenantry have not been overlooked.

About a mile to the west of Kenmare, on the road leading to Sneem and Cahersiveen, stand the shattered remains of Dunkerron Castle, once the seat of O'Sullivan More; and at three miles *Dunkerron*, the residence of the late Dr. Taylor, the celebrated cryptogamic botanist. Beyond it, is *Dromore*, the fine modern castellated residence of the Rev. D. Mahony; near which are the ruins of Cappancus Castle, another of the O'Sullivan strongholds; and at seven miles, the river locally known as the Blackwater, which is crossed by a high, picturesque bridge of two arches. This rapid mountain-stream falls into the sea immediately below the bridge, tumbling over a rugged channel at the bottom of a deep ravine, whose sides are fringed with copse-wood. Yachts may lie in this lovely little harbour, close alongside the wooded shore. From the bridge a road leads up to Lough Brin, six miles distant, whence the Blackwater issues, situated in a wild valley; thence turning to the right, this road goes along the glen, and over a mountain pass, down into another dreary valley, and on to the head of the upper Lake of Killarney. From Lough Brin a bridle-road leads over a very wild pass, down into Glencar. The views from the summit of the pass, and along the descent on the northern side, are remarkably fine: in every direction an endless range of mountains is visible; and, towering above the rest, the Reeks appear in all their grandeur. From Lough Brin and Blackstones, which are situated at the head of Lough Carra, the distance by this route is about nine

miles; and about five more will convey the tourist to Wales Inn, at Glanbegh. This, as distinct from the Sneem and Cahersiveen road, is the only pass practicable even for ponies, which crosses the peninsular mountain-range of Iveragh and Dunkerron, from Kenmare bay to Dingle bay.

The small village of Sneem is eight miles from Blackwater-bridge; and from the latter to *Derryquin*, the seat of Mr. Bland, a distance of six miles, the road keeps generally along the base of the Dunkerrin mountains, commanding charming views of the Kenmare river and its opposite shores, and passing, at three miles, Rossmore island, the largest in the bay.

Derryquin is romantically situated on a branch of Kenmare bay, which is beautifully diversified by several islands and rocky headlands. There are several marine villas clustered around this little sheltered and charmingly situated arm of the bay in addition to *Derryquin*.

Two miles above *Derryquin* is the village of Sneem, with its little inn, church, chapel, and glebe-house. It is situated at the head of a narrow creek of the bay, running up to receive the contents of several streamlets that carry down the waters from the surrounding mountains.

For six miles beyond Sneem, the road runs inland, when it again approaches the coast, and continues to skirt the shore for five miles. Eight and a-half miles from Sneem is the pretty little bay of White-strand; a mile further on is *Castle-Cove*, the residence of Mr. O'Sullivan.

The family of Jermyn have contributed much to the appearance of the neighbourhood, by the substantial houses and cottages which they have erected on the side of the mountain. Not above half a mile from the road, near West Cove, is an old ruined church, close to which

stands a gigantic and venerable ash tree, which by the people is held sacred: just above the ground the trunk measures twenty-five feet in circumference; a foot higher it separates into four stems, the largest being sixteen feet in girth. Within two miles of West Cove, are the ruins of Staig Fort, one of the greatest curiosities in the country. The building lies in a dreary, open valley; at present there appears to be no satisfactory solution of the question when or by what race this and similar forts were erected. There are two or three more in the same district, the most perfect next to Staig Fort, is close to Ballycarberry castle, near Valencia. A model of this interesting ruin can be seen in the museum of the Dublin Society. About a mile beyond West Cove, the road skirts along the beautiful little bay of Glanbeg, and thence to Derrynane, noticed in No. 64, distant three miles. There is a good road across the mountains from Sneem to Killarney, joining the road from Killarney to Kenmare at six miles from the latter town. A road is also continued along the coast to Cahersiveen, as in No. 64.

The glen of the Roughty, through which the road from Kenmare to Macroom runs, and through which the river whose name it bears flows, is in some places extremely wild and generally very picturesque. The glen is comparatively narrow, and the mountains rise high on either side. At six miles is *Ardtully*, the charmingly situated residence of Mr. Orpen—around which the finest mountain scenery prevails; and near this are the village, church, chapel, &c., of Kilgarvan. From this place a road is in progress across the mountains to Bantry, which will also open up magnificent mountain views.

Glengarriff is sixteen miles from Kenmare. On leaving the town, the road crosses the Kenmare river by a suspension bridge of 410 feet,

pursues its devious course across the Cahra mountains, keeps along the Sheen rivulet for seven miles, passes, at its summit level, which is about ten miles' from Kenmare, through three tunnels of 600, 84, and 45 feet in length, descends to Glengarriff, by a series of beautifully traversing curves, and displays, throughout its whole progress, the almost unrivalled mountain and lake scenery of Bantry and Kenmare.

In connexion with Kenmare we may notice the road to Castletown-Berehaven, distant twenty-four miles, commanding some highly interesting scenery, and from which the traveller can obtain a good estimate of the scenery of this wild and romantic district. At eight miles from Kenmare the road passes along the shore of the lowest of the Clugny lakes, which are three in number: beautifully-wooded islands adorn their surface. The upper lake is the wildest, and fine precipitous mountains rise abruptly from its western shores.

There is a lofty cataract at the head of the valley in which these lakes are situated, which, in wet weather, is even a more striking object than the one on Hungry hill. Three miles further on, the road ascends a steep ridge, from the top of which the beautiful harbour of Kil-michalogue is seen lying beneath, diversified in outline by numerous little bays and picturesque rocky shores. Near its head stands the residence of Mr. M'Sweeny, embosomed in its natural woods, which fringe the margin of the water. The road passes round the upper end of the bay, whence a road leads to Glenmore Lake, about a mile distant. This small sheet of water is very beautiful, and well worth seeing, but the tourist should ride or drive up to the end of Glenmore, one of the most picturesque valleys in the district. In some places its bare ridges are clothed with the natural woods, which Lord

Lansdowne is very strict in preserving. His lordship, to whom the country for many miles belongs, appears to be making great improvements on his estates. Comfortable cottages are being erected in all directions, and roads running up to the heads of the different glens and valleys. Coum Gaira, between Glenmore lake and Kilmichalogue, is well worth seeing, should time permit: it is a deep glen, surrounded by lofty and wild-looking mountains. Having regained the head of the bay, the road gradually ascends to a considerable height, and passes over the termination of the rocky mountains which compose this barren country, and commands rich views of Kenmare bay, and the fine mountain chain which rises from its northern shores. It then skirts Ardgroven harbour, and at five miles further approaches the shores of Quoilagh bay; then, rising, passes over the lowest ridge of the Slieve Miskisk mountains, and descends rapidly upon Castletown, backed by Bere Island, crowned with its martello towers and batteries.

No. 66.—DUBLIN TO MACROOM,

WITH EXTENSIONS TO KILLARNEY, KENMARE, GLENGARRIFF, AND BANTRY.

FIRST ROAD, BY MILLSTREET.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Macroom.
Dublin,	—	—	181
Millstreet Station, by rail, as in No. 59,	—	165	16
Millstreet,	1	166	15
Macroom,	15	181	—

SECOND ROAD, BY CORK.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Macroom.
Dublin,	—	—	189
Cork, by rail, as in No. 10, page 76,	—	164½	24½
Ballincollig,	5½	170½	18½
Macroom,	18½	189	—

EXTENSIONS FROM MACROOM TO KILLARNEY, KENMARE, GLENGARRIFF, AND BANTRY.

MACROOM TO KILLARNEY, BY BALLYVOURNEY.

Stations.	Statute Miles.		
	Distance between Stations.	From Macroom.	From Killarney.
Macroom,	—	—	28½
Ballyvourney,	—	10½	18
Poulgorm Bridge,	7½	18½	10½
Killarney,	10½	28½	—
2 A 2			

MACROOM TO KENMARE, BY POULGORM BRIDGE.

Stations.	Statute Miles.		
	Distance between Stations.	From Macroom.	From Kenmare.
Macroom,	—	—	23½
Poulgorm Bridge, as above,	—	18½	15½
Kilgarvan,	8½	26½	6½
Kenmare,	6½	33½	—

MACROOM TO GLENGARRIFF, BY THE PASS OF KEAMANEIGH.

Stations.	Statute Miles.		
	Distance between Stations.	From Macroom.	From Glengarriff.
Macroom,	—	—	34½
Inchigeelagh,	—	8½	26½
Pass of Keamaneigh,	9	17½	17½
Lisheen Bridge Junction,	9½	27	7½
Glengarriff,	7½	34½	—

MACROOM TO BANTRY, BY THE PASS OF KEAMANEIGH.

Stations.	Statute Miles.		
	Distance between Stations.	From Macroom.	From Bantry.
Macroom,	—	—	31½
Lisheen Bridge Junction, as above,	—	27	4½
Bantry,	4½	31½	—

From Millstreet to Macroom the road runs for about nine miles through the valley lying between the Boggeragh and Caherbarnagh mountains, and thence through the open and finely diversified country lying around Macroom.

The seats, scenery, and country in the immediate vicinity of Millstreet we have briefly noticed in No. 59. As yet no cars run in connexion with the trains from Millstreet, but they can be hired in the town where there is a comfortable hotel.

Conveyances run daily between Cork and Macroom, and at the latter cars, &c., can always be obtained, as well at the hotel as at other places in the town.

Two roads lead from Cork to Macroom; one on the north, and another on the south side of the Lee; and from Macroom there are also

roads to Killarney and Inchageelagh, as given in our table of distances. There are public conveyances from Cork to Macroom, and at the hotel in the latter town post-horses and carriages can be hired. Macroom is the only regular posting stage between Cork and Killarney.

The road from Cork to Macroom, which keeps the north side of the Lee, “holds the river in view for a considerable portion of the way; passes through the beautiful scenery lying between *Carrirohane Castle* and the old and new churches of *Inniscarra*; approaches *Castle Inch*, *Currynamuck*, and *Carriadrohid* castles, and winds into Macroom through the romantic defile of *Ummery* or *Gleancom*.

“The southern road is that most usually chosen. For several miles it commands the valley through

which the Lee pursues its tortuous course, and presents highly varied scenery of tranquil and pastoral beauty."

There is something very imposing in the great western outlet from Cork; the elegance of the county courthouse; the extent, the position, and style of the Queen's College; the solidity and characteristic sternness of the county gaol; the spacious approach, which holds a parallel course with the shaded Mardyke walk; the suburbs, mingled with trees, rising on the high banks of the Lee, and the undulating, fertile country around, give to this side of the city a distinctness and grandeur of character very different from what is usually met with.

On leaving the western environs of the city we pass, at two miles, on the left bank of the river, *Mount Desert*, the old seat of the Dunscombe family; and a little farther *Kitsborough*, the residence of Mr. Waggett. This antiquated place is situated in the valley of the Lee, near the confluence of the small stream, locally called the Awbeg, with that river; and a little above it is *Lee View*, the residence of Captain Travers.

Near the above places is the ruined castle of Carrigrohan, originally founded by the M'Carthy's, and subsequently enlarged and occupied by the Barretts. It consists of two ruinous piles, of different eras, styles, and heights; and is situated on the high precipitous limestone cliffs, which extend for some distance up the right bank of the Lee, and add much to the picturesque character of this part of the river scenery.

The village of Ballincollig is remarkable as a military depot, and for its extensive gunpowder mills. The artillery barrack forms a large pile of building; and the powder mills, which are near the barrack, occupy a great extent in the adjacent low grounds—space being necessary to the safety of the works.

About a mile west of the village stand the ruins of Barrett's castle of Ballincollig, built in the reign of Edward III. It is situated in the plain, and consists of a square keep and enclosed bawn.

A mile above Ballincollig the Lee is joined by the Bride, and near the confluence the river scenery is very picturesque. The ruined church of Inniscarra is near the junction of the rivers, and at two miles from Ballincollig, on the north road leading to Macroom, is *Ardrum*, the seat of Sir G. V. Colthurst, Bart., and near it *Cloghroe*, Mr. Fitzgerald.

On leaving Ballincollig for Macroom, we leave the banks of the Lee, pass the village of Ovens, and at two miles cross the Bride, and continue generally along its left bank for the next ten miles. At five miles from Ballincollig we reach the road leading to the friary and castle ruins of Kilcrea, which lie a little to the left. The friary was founded for Franciscans in 1465. The ruins are not yet greatly dilapidated; with the exception of the south wall of the nave, and the west wall of the transept, the rest of the building is in tolerable preservation.

About two miles from Kilcrea, *Ryecourt*, the seat of Mr. Rye, is passed on the left, and about a mile farther the dilapidated ruins of *Castlemore*, once the residence of the head of the clan M'Swiney. A little to the west of the road is the village of Crookstown, near which are the ruins of the castles of Cloghdha, Mishanaglass, and Caislean, of which the M'Swiney's were also proprietors.

On the right side of the road beyond Crookstown is *Shandangan*. Passing the Clara hills, and *Warrencourt*, the seat of Sir A. Warren, Bart., on the left we again approach the river Lee, and cross it a little above its confluence with the Sullane, and within a mile and a half of the town of

MACROOM,

which is pleasantly situated on the banks of the Sullane. It is a place of considerable antiquity, dating its origin from the castle, which was erected by the Anglo-Normans soon after their arrival. The castle, the seat of the Hon. W. H. H. White Hedges, adjoins the town; and the plantations of the demesne, which lie along the banks of the Sullane, add much to the natural beauties of the vicinity. The castle consists of the keep—a huge pile, all its outworks having been removed. The walls are principally covered with varieties of the common ivy, and exhibit one of the most beautiful and striking ivy-mantled structures imaginable. Guarding the pass across the Sullane, and the road into the more remote parts of Kerry and Cork, the castle appears to have been a place of considerable importance. “In the civil wars of the Revolution it was occupied in turn by the forces of James and William, and has since continued habitable—a fate shared by few similar piles in the south of Ireland.”

The town, which principally consists of one street, of nearly a mile in length, contains a commodious hotel, a market-house, sessions-house, a small church, and a large R. C. chapel; to which we may add the union workhouse. The chief business is the retail trade of the town and surrounding district, and the sale of agricultural produce at the weekly markets.

The Sullane, which flows past the town, and falls into the Lee a little below it, has its source in the Derrynasaggart mountains, about ten miles to the west. Besides the numerous rills which rush down the mountain acclivities, and the streams which flow through their lateral glens, it receives the small rivers from several valleys; and, for its short course, is a river of considerable volume.

The seats in the vicinity of Macroom are—*Mount Massey, Rockborough, Sandyhill, Coolcawer, Firville, and Coolehane*; *Codrum House*, and *Ashgrove* are also in the neighbourhood of the town, and adjoining the latter are the ruins of Dundureek Castle.

The country around Macroom is beautifully varied, refreshed by the various rivers running down from the mountains lying to the north and west, and adorned by the extensive plantations of the castle demesne, and the neighbouring villas. To the north of the town the scenery is bold and romantic, particularly at Cuskeen-morrohy. In that vicinity, and not far from *Mount Massey*, are the ruins of Carrig-a-Phouca castle; it was built by the M'Carthy's, and is considered a good specimen of the early castle architecture.

As, irrespective of the railroads, Macroom is still the point where many tourists and others proceed to Killarney, Kenmare, Glengarriff, and Bantry, visiting the romantic scenery of Gouganebarra in their way to the latter place, we shall here briefly notice the roads to these interesting localities.

There being no public conveyances running on any of the above roads, cars, &c., must be hired at Macroom for whatever distance the tourist may travel on either of these lines. And we may observe that the distance between Macroom and Bantry is $31\frac{1}{2}$ miles, and that there are no regular stages between these towns where even a relay of horses can be obtained, it being only in summer that there is a chance of obtaining a conveyance at the public-house on the road near Gouganebarra.

To Killarney the tourist proceeds to the village of Ballyvourney, which is nine and a-half miles from Macroom, where extensive land improvements have lately been effected by the proprietor, Sir G. C. Colt-

hurst, Bart., where the mountain scenery commences, and thence through the Derrynasaggartmore mountains to Poulgorm bridge, a further distance of seven and a-half miles, where the road to Kenmare branches off.

At four miles beyond Ballyvourney we enter the county of Kerry, and, on reaching Poulgorm bridge, proceed through the valley of the Flesk, having the companionship of its tortuous river, with its numerous tributary streams, for the greater part of the way. Being much more among the mountains than in the road by Millstreet, a greater variety of scenery is produced by the winding of the valley, which discloses at every turn some new picturesque combination of heathy hill, and rocky dell, and deep receding ravine. The valley of the Flesk is bounded on the north by Cahirbarna mountain and the Paps, and on the south by Croghan; and, from its inland shelter and varied surface, is admirably calculated for foresting; yet the only plantations we meet with are those around the lodge of Mr. Herbert, and the few trees about the house of O'Donoghue of the Glens. The other improvements which have lately been effected by Mr. Herbert, of Muckross, the principal proprietor of the valley, add to the interest of the scenery. About six miles from Killarney the traveller meets the road leading to Killarney by Lough Kittane and Cloghereen.

The tourist, in proceeding from Macroom to Kenmare, leaves the road from Macroom to Killarney at Poulgorm bridge, and thence travelling for eight and a-half miles over a wild mountain district to the village of Kilgarvan, keeps along the beautifully wild glen of the Roughty, noticed in No. 65, to Kenmare.

Hard by the little Lake of Gouganebarra, and through the rocky pass of Keamaneigh, the road from

Macroom to Bantry and Glengarriff runs—the lake and the pass being the only objects of attraction, at least to tourists. These are only about a mile and a-half asunder, and nearly equidistant to Macroom and Glengarriff, that is, about 17 miles from either town—the intervening country presenting much more to interest the agricultural tourist in search of a remunerative field of improvement, than to the mere lover of the picturesque. Here, between Macroom and Glengarriff or Bantry (as the road for 27 miles is common to both), the former will see, particularly along the peaceful valley of the Lee, and in the holmes and glens through which its tributaries force their way, as also in the sunny banks which are subjected to his view as he descends from the pass of Keamaneigh to the shores of Bantry bay, thousands of acres easily susceptible of the highest improvement, lying in a state of comparative waste; while the latter, unless under very favourable conditions, will be but poorly requited, even by the romantic gem of Gouganebarra.

The small village of Inchigeelagh, which contains a church, chapel, a public-house, and several retail shops, is about nine miles from Macroom, and within a mile of Lough Allua—an enlargement of the Lee. It is about three miles in length, and a quarter of a mile in breadth. Around its intricate shores an old bridle-road runs among the rocks that margin it, and along the northern side of the lake a new road has been carried. The scenery of this narrow lough is by no means striking, though wild and dreary.

Before reaching the vicinity of Gouganebarra we pass the village of Bealanageary, where the road crosses the Sheehy mountains to Ballyvourney. Near the pass of Keamaneigh is the public-house, where parties refresh themselves, where a car can occasionally be hired, and

where the footpath leading across the intervening moorland to the lake branches off.

The lake of Gouganebarra, the source of the Lee, is less than a mile in length by about one-fifth of a mile in breadth. It occupies a deep circular dell in the Sheehy mountains, and is almost environed by cliffy rocks, which rise perpendicularly over its dark, sullen waters. Over these mural boundaries the surrounding mountains tower to a height of 1,400 feet, inwrapping the very limited spot in almost perpetual gloom.

On a wooded islet, near the shore, are the ruins of the hermitage of St. Finbar, founder of the cathedral of Cork, and solitary devotion could not have chosen a more appropriate spot.

The ruins consist of some cells and the low walls of two small structures, the chapel and the convent—the former about thirty-six feet long by fourteen feet broad, and the latter is about fifty feet in length by thirty in breadth. They possess no architectural features whatever, and are, apart from their antiquity, not worthy of notice; but the sublime mountain scenery around makes ample amends for the poor remains of St. Finbar's monastery; and from their summits magnificent views are obtained of a great extent of the wild but very interesting mountain region.

“Few there are who do not pause involuntarily on this spot, to give silent testimony, by a total abstraction from all but the scene before them, of intensity of feeling excited by the opening glance of the chosen solitude of Finbar. The verdure of the islet floating upon the glassy

surface of the waters, and the foliage of the ash trees hanging over it, contrast finely with the bare and craggy ramparts of the opposite shores, where the rocks present some resemblance, in their arrangement, to those that overhang the lake of Thun, as seen from the Castle of Spiez, in Switzerland.

“This lake is environed by a stupendous amphitheatre of lofty hills, composed of perpendicular bleached rocks, in some places boldly overhanging the basin. In fair weather there are several rills that quietly glide down, with a murmuring noise, into the lake; but, after heavy rains, the whole enclosure becomes a perfect chaos, the water from the top of the mountain tumbling all around in cataracts, with a roaring noise like thunder, which makes a most awful and majestic scene.”

The Pass of Keamaneigh is a narrow ravine, about a mile in length. It is best seen from the end we are now entering; there its high, precipitous sides are steepest, and there the rocks assume their most picturesque and most fantastic forms. Its characteristic sternness is softened by the shrubs and herbaceous plants which have rooted themselves in the hollows, crevices, and seams of the disturbed strata; and at every bend of the ravine the scene is varied by the projecting rocks and receding chasms formed by the lateral dells and gorges by which the sides of the Pass are broken.

On clearing the Pass, we soon reach the Glen of the Ouvane; and at five miles from Bantry, the hamlet of Kilmacamogue, which adjoins that part of the shore of Bantry bay noticed in the preceding road.

No. 67.—DUBLIN TO SKIBBEREEN,

BY CORK AND BANDON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Skibber- een.
Dublin,	—	—	217½
Cork, by Rail, as in No. 10, p. 76,	—	164½	53
Waterfall, by Rail, .	6½	171½	46½
Ballinhassig and Kinsale road,	3½	174½	43
Upton and Brinny, .	5½	180½	37½
Curranure and Innoshan road	2½	182½	35½
Bandon,	2½	184½	33
Clonakilty, by Road,	12½	197½	20½
Rosscarbery,	8½	206	11½
Skibbereen,	11½	217½	—

From Bandon to Skibbercen there are daily conveyances, and at Clonakilty and Skibbercen cars can be readily obtained.

From the nature of the country over which the railway from Cork to Bandon is carried, the cuttings, fillings, bridges, and viaducts are necessarily frequent, long, and heavy. The formation of the country also excludes any distant prospects, even from the higher parts of the line; the views are, therefore, limited to the lower levels, the chief of which is the great alluvial tract of very reclaimable land, through which the Owenboy reluctantly forces its way to the tidal waters of Cork harbour.

Bandon, one of the largest district towns in the county of Cork, is situated on the river which takes its name, and is surrounded by a finely-undulated pastoral country.

It carries on a little business in the manufacture of linen and camlet, cotton spinning, blue dyeing, tanning, and milling. As the Bandon river is navigable for small vessels to within a short distance of Innishannon, which is four miles below the town, by it and the railway goods of all kinds are readily carried to and from the town. With the exception of the beautiful church lately built, there is nothing remarkable in the history or construction of

the various places of worship and public buildings: the former are two churches, a R.C. chapel, with meeting-houses for Methodists, Presbyterians, and Independents. There are also a Presentation convent, and several schools. Bandon contains the usual buildings and hospitals common to corporate and district towns; a branch of the Provincial Bank, two public libraries, two reading rooms, a barrack for infantry, a union workhouse, and two hotels—the Shannon and the Devonshire arms—the latter the larger and the more frequented. The town was founded by the celebrated Earl of Cork, incorporated by James I., and now principally belongs to the Duke of Devonshire.

The vicinity is highly adorned by the well-wooded demesne of *Castle Bernard*, the seat of the Earl of Bandon. The mansion is a modern building; the park is watered by the river Bandon, and the undulations of the ground, rising in various forms and degrees of acclivity, are finely covered with trees of different ages. Adjoining is *The Farm*, the residence of Captain Bernard, on which he has built a handsome Gothic villa; and the villas of *Mayfield*, *Richmount*, *Mount Pleasant*, &c., &c., are in the immediate vicinity of the town.

Four miles below Bandon, on the road to Kinsale, the small town of Innishannon is pleasantly situated at the head of the estuary of the Bandon river, which is navigable for vessels of 200 tons burden to within a short distance of the town. The town consists of about 150 houses, some of which are well and neatly built; and in its vicinity are a church, chapel, and Methodist meeting-house. The country around is generally rich and beautiful, and the banks of the river below the town are attractive. About two miles below Innishannon, on the right bank of the river, are the ruins of Carrigonassig and Shippool castles.

Among the villas in the neighbourhood of Innishannon, we may notice *Doundanil*, near the site of the castle of that name, *Firgrove House*, *Shippool House*, *Woodview*, *Sunning Hill*, *Belmont*, *Cor Castle*, *Frankfort*, and *Rockcastle*, the latter near the ruins of Carrigonassig castle.

The entire surface of the arable lands lying for thirty miles to the west of the city of Cork is greatly diversified. Inland, it is varied by a series of peaty basins, alternating with low, and, in many places, rocky hills; while coastwards it is disposed in long, winding, fertile valleys, separated by softly rounded verdant hills.

The land is generally arable, and most fertile along the shore; but even there it is only of medium quality. Though it is generally occupied by small, and, we need hardly add, poor tenants, yet there are a very considerable number of what are usually termed gentlemen farmers, as well as respectable holders, throughout the district.

Good roads traverse the entire area; and the shores, though nowhere very elevated or bold, display well-defined promontories, headlands, and abrupt escarpments, alternating and limiting deep, retiring bays, estuaries, har-

bours, and creeks. Of these, many are so choked with sand as to be of little use for the purposes of navigation; and others might be easily, and, in a national point of view, advantageously reclaimed from the influence of the tidal wave. There are few, comparatively speaking, of what may be properly termed country seats in the entire district, and under this general term we include the whole line of coast from Cork harbour to Bantry bay, and as regards these seats, our limits will only admit of a very brief notice.

We may add that although no particular system of husbandry is pursued, this portion of country has been long famous, as well for the excellence, as for the quantity of its potato crops; and consequently felt all the evils resulting from the failure of that crop in a proportionate degree.

Seven miles from Bandon, near the head of one of the arms of Courtmacsherry bay, is *Kilbrittain*, the seat of Col. Stawell; and at nine miles, at the head of another arm, is the small, decayed town of Timoleague, close to which is *Timoleague House*, the seat of Mr. Travers, and the fine ruins of the Franciscan abbey. The ruins of Abbeymahon are a mile from Timoleague, on the road leading to Courtmacsherry. At three miles from Timoleague is the beautifully-situated marine village of Courtmacsherry, and adjoining is the villa of the Ladies Boyle, and near it the residence of their agent, Mr. Leslie. The promontory which lies between Courtmacsherry and Clonakilty bays is remarkably terminated by the cliffs known as the Seven heads. Near the Seven heads are the hamlet and ruins of Dunworly Castle.

CLONAKILTY

is situated at the head of the bay of that name, but derives little advantage therefrom, in consequence of

the accumulation of sand at the mouth of the channel. Small vessels, however, can, with difficulty, reach the quay. Formerly a good deal was done here in spinning yarn, and in the manufacture of coarse linens; these branches of trade, however, have declined here, in common with other towns in this part of the country.

Clonakilty contains the places of worship common to district towns in the south, together with a small infantry barrack, court-house, market-house, and two inns, where cars can be hired. The linen-hall, built some years ago by the Earl of Shannon, the proprietor of the town and a large tract of the neighbouring country, is now, unfortunately, of little use. The corn trade, which is considerable, is carried on by agents for the Cork merchants, who ship it here, and receive coal as a return cargo. The town was founded by the first Earl of Cork; and, together with the estate connected with it, has remained in the possession of the noble house of Boyle ever since.

In the bay of Courtmacsherry is the island of Clonakilty; on the shore near Donylone are the ruins of Duneen Castle; and at Gally head are the remains of Dunowen and Dundeady Castles.

The western shores of Clonakilty bay are deeply indented by little creeks and coves, and finely terminated by Galley-head.

The tract of country through which our road from Clonakilty to Skibbereen lies, is bounded on the north by the hills which reach, with some slight intermissions, from Rathnonan hill, near Bandon, to Mizen head—a distance of fifty miles; and on the south by the Atlantic; the road keeping generally about three miles from the coast. The hills do not attain to a great elevation. Carrickfadda, Mount-Gabriel, and Knockmadden, their principal summits attaining, in the

above order, to 1,026, 1,335, and 1,029 feet above the sea. The lands along the sea are varied, and rise into hills of considerable height; several islets lie along the shore; and the coast is broken into numerous little bays, coves, creeks, and havens. The valley, if such it may be termed, through which the road runs, is limestone; the high lands on either side being of the red sandstone and schistose formations.

The country immediately around Clonakilty is considerably improved. Proceeding to Rosscarbery, we pass on the left, *Kilherrin*, the residence of Mr. Galway; about six miles from Clonakilty, also on the left, *Castlefreke*, the fine seat of Lord Carbery. The demesne lies along the shores of Ross harbour, contains the ruins of the old castle, and commands extensive views of the coast lying to the west. The coast along the southern boundary of the demesne is interesting, singularly varied, and in some places, as at Galley head, bold. The country on either side of the road becomes much more agreeable as we near

ROSSCARBERY,

which stands on an eminence at the head of a narrow creek of the sea, called Ross harbour. The small, ancient town and its cathedral encircled with trees, together with the wooded banks of the bay, have a pleasing effect. The road leaves the principal part of the town on the heights to the right; the post-office, inn, court-house, &c., are on the road side. A little to the north of the town is *Cahermore*; and near it the old house of Banduff. A little beyond the town, on the right, is *Derry*; on the left, *Duneen Castle*.

The country beyond Rosscarbery is highly picturesque; and Mr Inglis observes, that the heads of the deep, winding, wooded inlets of the sea,

which the traveller crosses, resemble, in some degree, Norwegian scenery.

Rosscarbery dates its origin from a monastery, founded at a very early period by St. Faughnan, who, it is also stated, was the first bishop of Ross. The history of the see is involved in much obscurity till the invasion of the English. In Elizabeth's reign it was united to Cork. Near the town are the ruins of Castle Salem, and in the vicinity are the ruins of a house built by the Knights Templars.

At five miles from Rosscarbery we reach the harbour of Glandore, at the head of which is *The Leap*, where the small hamlet and demesne of Moyrus are romantically situated.

Five miles from Moyrus, at the mouth of Castlehaven, are the church of Moyrus and the ruins of Rabine Castle. From Castlehaven round to Glandore harbour, the shores are broken into numerous bays, and the coast is diversified with various islets, varying from half a mile to a mile in length.

On the western shores of Castlehaven, and five miles from Moyrus, is the demesne of *Castle Townsend*, the seat of Mr. Townsend, which is beautifully situated on the narrow arm of the sea called Castlehaven harbour. The village of Castle Townsend is also charmingly situated, respectably inhabited, and resorted to as a bathing place. The small custom-house for the adjoining port of Baltimore is here.

Skibbereen is situated on the Ilen, which is navigable to vessels of 200 tons burden from Baltimore to within two miles of the town. It is greatly improved of late, notwithstanding all it suffered during the famine, and carries on a good retail trade, for which it is well circumstanced, being the last town of any importance in this the most southern corner of the island. There are a church, a large R. C. chapel,

Methodist meeting-house, numerous schools, a sessions-house, market-house, union workhouse, hospital, dispensary, &c., and an inn, where cars can be hired. In the neighbourhood are one or two flour mills and a brewery, and close to the town are the ruins of Abbey-stowery. The part of Old Court up to which larger vessels sail is two miles below the town. About three miles above Skibbereen, on the road to Bantry, is *Hollybrook*, Mr. Beecher; two miles below the town, pleasantly situated on the Ilen, is *Newcourt*; at three, *Creagh*, at the same distance, but more easterly, *Affadown*; and near it, not far from Roaring-water bay, *Whitehall*; and in the vicinity are *Lakelands*, *Coronea*, *Cloverhill*, *Abbeyville*, and Ross Fort.

Three miles from the town, at the head of Barlog bay, are the ruins of Ardagh Castle; and at six miles, near the entrance to Baltimore harbour, is the small seaport town of Baltimore, which, from its position on the coast, early attracted the notice of strangers. It was garrisoned soon after the English invasion, and, it appears, was surrendered to the Spaniards, in 1602, by Sir F. O'Driscoll, who held it for a short time. It was, a few years afterwards, plundered by the Algerines, who carried off two hundred prisoners to Algiers, most of whom were English settlers. There is a small church, and several good houses have lately been built. The number of small vessels belonging to the port is about 100, of the aggregate burden of 7,000 tons. The exports consist of copper-ore, slates, and agricultural produce; the imports, timber, iron, coal, and general merchandize. A pier was constructed in 1833, at the joint expense of the Fishery Board and the proprietor of the town, Lord Carbery.

The picturesque ruins of the old castle of Baltimore are conspicu-

ously situated on the summit of a rock rising over the pier. The principal residences are *Baltimore Castle*, *Lough Hyne*, and *Baltimore House*. The country between Baltimore and Skibbereen is broken, hilly, and rocky, and the hills, in some places, attain to a considerable elevation. It is principally pastoral. The shores are generally bold and rocky, and the bay between Cape Clear and Mizen Head, which is about eight miles in breadth by twelve miles in length, is covered by numerous islets. There are twelve of the larger islets named, varying in length from half a mile to three and a-half miles. Of these, the more important are Clare Island, Ringarogy, Innishbeg, Innisherkin, and the Long Island—the latter belonging to the opposite or Crookhaven Coast.

The island of Cape Clear, so well known to mariners as the most southerly part of Ireland, and to geographers in their calculations of the length and breadth of the kingdom, lies about three miles south-west of Baltimore harbour. It is three and a-quarter miles in length by one mile in breadth, and contains a few inhabitants, who are in a very primitive state, and eke out a precarious subsistence by fishing, and cultivating their little spots of land. The women manufacture a coarse kind of frieze for clothing. Fuel is scarce, their supply consisting of turf from the mainland. With the exception of about 200 acres, the soil is rough, rocky pasture. The scenery is extremely wild and romantic, particularly on the south side of the island, where it presents to the Atlantic a steep and inaccessible cliff. On the edge of the cliffs, at the south-west part of the island, are the ruins of Dunanore Castle, the former residence of the O'Driscolls; and near the small harbour are the prostrate ruins of St Keewan's church. On the south side of the island is a

lighthouse, exhibiting a revolving light of twenty-one lamps, seven of which become visible every two minutes. Here the church service is occasionally performed, mass being regularly celebrated in a cabin on the island. The seaward side of the island is much exposed to the ragings of the Atlantic billows, and in times of storm the spray sweeps over the greater part of its surface.

Innisherkin forms the western side of Baltimore harbour, and is only separated from the mainland by a channel of a quarter of a mile in breadth. It is about three miles in length, by one mile in breadth; the surface is generally cultivated. It contains some good slate quarries, which are extensively worked. The ruins of the abbey are close to the bay, and have a fine effect, as seen from Baltimore; and near the abbey, on a creek of the harbour, is a ruined castle of the O'Driscolls.

Ringarogy and Innishbeg islands—the former about three miles long and one mile broad, the latter about a mile in diameter—are in the harbour, and connected with the mainland by a bridge and causeway. Like the adjacent lands, their surface is broken and rocky; and apart from the views which they afford of this singular bay, there is little to attract the notice of the traveller.

Generally, as regards the scenery of this very interesting part of the coast, perhaps the best views are to be obtained from the more prominent parts of the shores of Cape Clear.

The country from Skibbereen to Bantry, although it gradually increases in altitude and ruggedness, presents few interesting features. It is a poor, partially reclaimed district, composed of alternate patches of heath, rock, and inferior soils; the variety and undulations of the ground, however, afford some relief to the poverty of the surface.

The road runs through the valley of the *Ilen* which intersects the long range of sandstone hills, reaching from the neighbourhood of *Clonakilty* to *Mizen head*, and which we have just noticed. Through this valley runs the *Ilen*, the river that carries down to the harbour of *Baltimore* the waters of all the numerous streams that issue from the extensive high tract lying to the north of the town of *Skibbereen*.

No. 68.—DUBLIN TO BANTRY AND GLENGARRIFF.

BY BANDON, ENNISKEAN, AND DUNMANWAY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Glengarriff.
Dublin,	—	—	282½
Bandon, by Rail, as in No. 67, .	—	184½	47½
Enniskean, by Road,	8½	198½	39
Dunmanway,	8½	202	30½
Drumdaleague,	8½	210½	21½
Bantry,	11½	222	10½
Glengarriff,	10½	232½	—

From Bandon to Bantry and Glengarriff, coaches and cars run in connexion with the railway trains; and on the extension of the railway from Bandon to the above places, with its branches to *Clonakilty* and *Skibbereen*, for which a bill has been obtained, this remote, comparatively little known, and partially civilized portion of the kingdom, alike interesting to all classes, from its strongly developed natural features, its mineral wealth, its safe and spacious harbours, and, above all, from its position on the globe, as connecting Europe with America.

From Bandon to Dunmanway our road runs through the valley lying between these towns, keeping along the left bank of the Bandon river, and generally within a short distance of the stream. Though, for so far, there is no striking scenery, the river flows softly through the peaceful valley, which has been considerably improved, but which still admits of much more improvement. The country partakes of the same

hilly nature as that around Bandon and Macroom, these features increasing in magnitude, sterility, and wildness, as we approach the mountains, which, sweeping around Bantry Bay, limit the encroachments of the Atlantic wave, and modify the fury of its storms.

On passing the immediate environs of Bandon, we pass *Mount Pleasant*, *Kilmore*, and several other villas; and at seven miles the demesne of *Palace Anne*, the seat of Mr. Bernard; and at about nine miles reach the village of

ENNISKEAN,

which is pleasantly situated on the left bank of the Bandon river. Near the parish church, which is three miles from the town, on the mountain road leading to Macroom, is the ancient round tower of *Kineth*. It is seventy-five feet high, and sixty-five in circumference at the base; from this, for about sixteen feet, it is hexagonal—and thence, to its summit, circular.

A mile beyond Enniskean the village of Ballyneen is reached, near which is the parish church, and in the village is a Wesleyan meeting-house. A little beyond Ballyneen, *Phale*, *Connorsville*, and *Kilascan*, are passed; and near the ruins of Ballinacarrig Castle, which is supposed to have been erected by the M'Carthy's, to defend this pass in the valley, are *Ballinacarrig* and *Manch House*. Proceeding through the valley of the Bandon, which has now assumed a more hilly character, we soon reach the town of

DUNMANWAY,

founded by Sir Richard Cox, Lord Chancellor of Ireland, in the reign of William the Third. It is almost surrounded by the rocky hills, which unite with the higher mountain ranges, and is refreshed by the streams, which, running down from the adjacent lands, unite and augment the volume of the Bandon river.

Not many years ago, the linen trade was carried on to a considerable extent in the town and neighbourhood; but of late there are very few looms at work. The town contains a church, R. C. chapel, and Methodist meeting-house; and the union workhouse is in the vicinity. There is also a small inn, where a car can be hired. A good deal of corn and other agricultural produce is disposed of at the weekly markets. All that remains of the stately mansion erected by Sir Richard Cox, is the kitchen, now occupied by a weaver. The villas around are *Manor House*, *Woodbrook*, *Kilronan*, &c.

The country around is romantic, and diversified by the mountain glens through which the streams running to the Bandon river flow. Mount Gunnery, which attains to an elevation of 757 feet, immediately behind the town, adds much to the

picturesque character of the hilly grounds lying to the north of this place.

To the north of the town is the range of hills which unite with the Sheehy mountains in the west, and separate the valley of the Bandon from that of the Lee—the sources of these rivers being only nine miles apart, and both issuing from the Sheehy mountains. Across the lower part of these hills a road is carried from Dunmanway to Macroom, passing at five miles close to the humble ruins of O'Crowley's castle; and along another road which traverses these hills in a westerly direction, at five miles from the town, are the ruins of Togher Castle, once a stronghold of the M'Carthy's.

There are two roads from Dunmanway to Bantry, but the line generally travelled is that by the village of Drumdaleague, where it joins the Skibbereen and Bantry line. Along this line of road the country is bleak and moory, presenting but little to interest the traveller till he reaches the vicinity of

BANTRY,

which in some degree compensates for the bleakness of the last fifteen miles. Sweeping round a narrow creek, the margin of the bay is reached; and keeping its waters on the left, with the plantations of *Bantry House*, the seat of the Earl of Bantry, on the right, we soon reach the town.

Bantry principally consists of two streets leading to the bay, and contains a church, R. C. chapel, and Methodist Meeting-house. There are also a small court-house and two hotels, where cars and boats can be hired, as in fine weather tourists and others frequently cross the lake to Glengarriff and Castletown-Berehaven—a saving in distance of three miles to the for-

mer, and thirteen to the latter being effected.

Connected with the annals of Bantry we may notice that, in 1796, a French fleet with 15,000 men, intended for the invasion of Ireland, appeared in the bay, but being dispersed by a storm, did not return; and that during the late famine, disease, the consequence of poverty and neglect, made fearful havoc among the poorer inhabitants. But we hope, without being considered visionary, we may predicate as regards the future, in connexion with the extension of the railway, that the fleets of France and other countries will visit Bantry under other auspices, and peace and plenty, the results of international intercourse, supplant misery and want.

The immediate environs of Bantry present many objects worthy of notice; on the south side, *Bantry House*, encircled with its small but prettily situated park, containing in the more sheltered places, some handsome trees, together with the ruins of the friary and its large surrounding cemetery. The friary was founded in 1466, for Franciscans, by Dermot O'Sullivan Bere. On the east the more respectable houses which occupy the heights, are backed by the hill of Knocknaneagh, which attains to an elevation of 933 feet above the waters of the bay. To the north, on the shores of the bay, along which the road to Glengarriff is carried, about one mile from the town, are the cascade and picturesque cove of Dunemark, where the Mealagh river falls over a ledge of rocks into the bay. Near this, on an elevated spot at the reer of *Gurteenroe House*, is the best central view of the bay. Near Gurteenroe is *Reenydonegan House*, Mr. O'Sullivan. At two and a-half miles along the shore, is the small harbour of Ballylicky, which receives the Owvane, on the banks of which are *Laharan* and *Ballylicky*, Messrs. Hutchins; and near the

entrance are the ruins of *Raneedisart Castle*, once a stronghold of the O'Sullivans. A little up the glen, on the banks of the Owvane, are the ruins of *Carriganass Castle*, built by O'Sullivan Bere, and garrisoned by Daniel O'Sullivan, against the forces of Elizabeth; and near this are the ruins of the old church of *Kilmacomogue*. A mile beyond Ballylicky, at *Snaves bridge*, is the little bay into which the *Coomhola* stream pours its waters, and where the steep mountain road by *Priest's Leap* branches off to Killarney. The channel of this stream is rugged, precipitous, and offers a marked contrast to Ballylicky Cove, in the bold, naked steeps which form its long, narrow, and winding recess.

The agriculture immediately around Bantry is somewhat improved; and great inducements are held out for the further reclamation of the waste lands, by an abundance of the richest coral sand which various parts of the bay afford.

Measuring down to *Sheep's-head*, Bantry bay is in length about twenty-one miles; its breadth from two miles and a-half to five miles; and its shores are considerably varied and broken in their outlines. The principal islands are Bere and Whiddy; the former stands near the mouth of the bay, and lifts its cliffs against the prevailing storms. Its surface is rocky and coarse: its length about six miles, and its breadth about one and a-half; and lying near the western shore, forms the capacious and sheltered harbour of Berehaven. Whiddy Island is near the town, and presents an easy flowing, fertile surface. It is about three miles and a-half in length, from one mile to a quarter in breadth; and maintains about 450 inhabitants. Whiddy contains the forts erected for the protection of the bay, and an old castle of the O'Sullivans. The other islands, Chapel, Horse, Holy, and Rabbit, &c., are very small.

The bay of Bantry, with its surrounding hills and mountains, presents, from the more favourable points of view, one of the noblest prospects which this country affords; and from the hill of Knocknaveagh, which rises 933 feet at half a mile to the south of the town, all these, together with the elevated promontories which separate the long, retiring bay lying to the south of the town, are commanded.

Dunmanus bay, which runs fifteen miles from the ocean to within six miles of the town of Bantry, maintaining an average breadth of two miles, is separated from Bantry bay, on the west, by a peninsula, of equal length and breadth. The latter is finely terminated by Sheep's-head, which rises 405 feet, and thence the mountain ridge rises gradually inland to the height of 1,100 feet. Along the eastern and sheltered side of this bold ridge, a road is carried from Bantry to Sheep's-head, which displays in its progress all the numerous creeks and sinuosities of the bay; and along which several villages, with their places of worship and cultivated lands, lie.

Dunmanus bay is separated, on the east, from Crookhaven, by the peninsula of Kilmore, which is terminated by Brow-head, Mizen-head, and the three Castles, rising respectively from 320 to 440 feet. Sheltered and snug behind Brow-head, is Crookhaven, so called from its curvilinear form. This place is interesting from the mining operations now carried on in its neighbourhood, and generally throughout the peninsula; and so important do they appear in a commercial point of view, that the Cork and Bandon Railway Company contemplates a branch from their extension to Bantry to Crookhaven.

Crookhaven, which is a spacious, deep, and safe harbour, and at which there is a small village, is twenty-seven miles from Bantry;

Skull, situated at the head of its little harbour, is seventeen miles; and Ballydehob, at the head of a branch of Roaring Water Bay, is twelve miles. These small villages, with their churches, chapels, and schools, are snugly situated at the head of their respective havens, all of which run off that large and nameless inlet of the ocean lying between Mizen-head and Cape Clear. In addition to its deeply indented coast, this bay is studded over with little islands, all named and generally cultivated.

Like the promontory which separates the bays of Dunmanus and Bantry, that which separates the bay lying between Mizen-head and Cape Clear is high, and generally wild and rocky. The summit of the ridge rises at Mount Gabriel to 1,339 feet, and from this an extensive prospect of all around can be obtained.

The road from Bantry to Glengarriff lies along a range of hills which spring from the bay, and unite with the northern mountain ranges. It sweeps round the heights and dells, generally covered with underwood; doubles numerous indenting inlets of the bay; some of them open, others having the appearance of detached lakes; and crosses in its progress the Maelagh, Owvane, and Gambola rivers.

Having, in our brief description of the environs of Bantry, included the first three miles of this road, we have only farther to add *Ardseagashil*, the seat of Mr. Hutchins, from which, and the high grounds above it, there is a fine view of the bay and the mountains which bound it on either side.

Glengarriff, so justly celebrated for the magnificence of its scenery, is ten miles from Bantry, by the road, and seven miles by water. It is situated at the head of the small harbour which bears its name, the harbour being an inlet, of three miles in length, running off the

north-west extremity of Bantry bay. The locality, as now fixed by its post office, contains a commodious hotel, the Bantry Arms, where tourists will find every accommodation, besides a church, chapel, and several cottages.

Glengarriff, from which the place is named, is adjacent to the harbour. It penetrates the Caha mountains for about two miles, its breadth being variable. It contains *The Lodge*, the occasional residence of the Earl of Bantry, the principal proprietor of the district; is encompassed by the hills whose varied and picturesque outlines form the visual barriers from every part of the glen; adorned by natural woods which rise high along their acclivities, and refreshed by the Coomarkane river, which bears along the contents of several mountain streams to the bay.

"Glengarriff," says a fine observer, "although less imposing in its mountain barriers than Killarney, and less enriched by the variety of sparkling islands, yet its inland scenery exhibits a character equally magical, and partakes as much of the seclusion, the loneliness, and the flowery wilds of fairy lands, as any portion of the country on the borders of the lakes. The summer tourist, who pays a hurried visit of a few hours to the glen, is by no means competent to pronounce an opinion upon its peculiar attractions. His eye may wander with delight over the startling irregularity of its hills and dales, but he has not time sufficient to explore the depths and recesses of its woodland solitudes, in which the witching charms of this romantic region operate most forcibly on the mind. It is by treading its tangled pathways, and wandering amid its secret dells, that the charms of Glengarriff become revealed in all their power. There, the most fanciful and picturesque views spread around on every side. A twilight grove, terminating in a soft vale,

whose vivid green appears as if it never had been violated by mortal foot: a bower, rich in the fragrant woodbine—intermingled with a variety of clasping evergreens, drooping over a miniature lake of transparent brightness—a lonely wild, suddenly bursting on the sight, girded on all sides by grim and naked mountains: a variety of natural avenues, leading through the embowering wood, to retreats, in whose breathless solitude the very genius of meditation would appear to reside—or to golden glades sonorous with the songs of a hundred foaming rills. But what appears chiefly to impress the mind, in this secluded region, is the deep conviction you feel, that there is no dramatic effect in all you behold, no pleasing illusion of art—that it is nature you contemplate, such as she is in all her wildness and in all her beauty.

"One of the most comprehensive prospects afforded by any spot in the neighbourhood of the glen is had from a wooded steep on the old Berehaven road, to the north of Cromwell's bridge. It is one over which the eye ranges without control—which once seen, is never to be forgotten. To the left you have the entire woodland sweep of Glengarriff, through which the mountain streams may be seen wildly rushing and sparkling in their course; whilst more to the right is seen Glengarriff Castle, its towers surmounting the green masses of foliage with which it is surrounded. At the south, the prospect lies across the bay, bounded in the dim distance, by the demesne of Lord Bantry; while to the west stretch the lofty mountains of Berehaven. Hungry Hill is here seen standing out in all its towering majesty. The upper part is one huge mass of naked rock; the lower is covered with coarse grass and heather; its sides are rugged and precipitous, sloping rapidly towards the shore."

GLENGARRIFF CASTLE,

the seat of Mrs. White, a singular structure, is situated on the rising grounds over the harbour. From various parts of this demesne, good views are obtained of the harbour, its numerous small islets, the chief of which is Ganish, crowned with a martello tower, and of the mountains which properly compose Glengarriff. The grounds are laid out with considerable taste—some advantage has been taken of the numerous creeks and coves for planting; and as a proof of the mildness of these delightful recesses, many of the more tender trees and shrubs dip their ample foliage into the waters of the bay.

From the new line of road lately made from Glengarriff to Kenmare, in lieu of the mountain-pass called the Priest's Leap road, a still more comprehensive view is obtained of the country around Glengarriff, as also of the high pastoral range of hills lying between the bays of Bantry and Kenmare. This road winds along the various mountain ranges at a rate of ascent sufficiently easy for general traffic, and exhibits in its progress the splendid scenery we have just glanced over, under numberless different forms and combinations. In its progress, to avoid difficult ascents, it passes under three tunnels, one six hundred feet in length, a second eighty-four, and a third forty-five; and finally approaches Kenmare by a suspension bridge of four hundred and ten feet.—See details of this road, in No. 65.

From Glengarriff to Castletown the road lies along the western shores of Bantry bay, and also along the base of the peninsular range of mountains which separates the bays of Bantry and Kenmare. These mountains are generally comprehended under the Caha and Slieve Miskisk ranges; and of their various summits, every one of which

is named, Sugarloaf and Hungry hill are the more conspicuous. The latter attaining to an elevation of 2,251 feet, the former 1,881 feet above the sea. It is from the precipitous acclivities of Hungry hill that the Adrigole stream is thrown over a ledge of rocks 700 feet in height, and which is the finest mountain cataract in the kingdom—particularly after rains, when the river is swollen, the effect is sublime. From its breadth and elevation the fall can be often distinguished from Bantry, a distance of eleven miles. Its supply is the overflowing waters from several small lakes, of which numbers are scattered throughout the high boggy lands of this mountain range.

In proceeding from Glengarriff to Castletown, at about eleven miles our road winds round the small but beautiful bay of Adrigole, from the head of which a road leads to the base of the cataract of Hungry hill. Leaving the bay of Adrigole, we soon pass Bere Island and reach the small seaport of

CASTLETOWN,

which, as a town, has grown up since the discovery of the Allihies copper mine in 1812. It is situated on a little bay running in off Berehaven, and now contains about 400 houses and several shops, and is rapidly increasing. It is the only town in the barony, and there is none nearer than Bantry, which is thirty-three miles distant, by road, and twenty by water. It possesses a church and chapel (the former in the vicinity of the town), a small inn where a car can be hired, several schools, and a dispensary; and it is also the residence of the district commander of the coast-guard. Adjoining the residence of the latter, are the remains of the castle from which the town is named.

The little bay of Castletown is

advantageously situated, and vessels of 400 tons burden may anchor in safety. A pier has been constructed which is of great use to the fishing boats belonging to the port, and also to the import and export trade which is carried on.

Opposite to Castletown, and about a mile from the shore, is Bere Island. It is about six miles in length, and generally about one and a half in breadth. Its surface is high and rocky, and lying a little within Bantry bay, braves the fury of the western waves, and shelters the little haven to which it gives name. After 1796 various batteries and martello towers were erected around its shores; and the summit of the island, which rises to an elevation of 900 feet, affords good views of the coast, the bay, and the surrounding mountains.

About a mile from Castletown, on a small creek of the bay, are the ruins of Dunboy castle, which was surrendered to the Spaniards in 1601, by its owner Daniel O'Sullivan. It is also memorable for the gallant defence made by the O'Sullivans against the English under Sir G. Carew, a short time afterwards. Near this is *Dunboy*, the residence of Mr. Puxley. It is prettily situated and washed by the clear waters of the land-locked bay. Mr. Puxley is the principal proprietor of the extensive copper-mines of Allihies, which are situated about seven miles south-west from Castletown, on the bay of Bal-

lydongan. Near the latter is the coast-guard station, and at half a mile from the shore, and eleven miles from Castletown, is the island of Dursey. The island is about three and a-half miles long by one broad.

It is a hilly tract, interspersed with rocky pasture and coarse arable land; and contains about 200 inhabitants. Here a few French soldiers landed in 1798, and were taken prisoners the following day. On this island are the remains of an old church and castle, the latter belonging to the O'Sullivans, who possessed the greater part of this remote and wild district. The fine mountain road from Castletown to Kenmare we have described in connexion with the latter town, No. 65.

In fine weather, the intercourse between Bantry, and Castletown, and Glengarriff is carried on by boats, which can always be obtained at the different hotels.

Before leaving this extraordinary part of the country, we would recommend the traveller (weather permitting) to ascend Hungry hill, whence he will survey a vast extent of this magnificent line of coast, including the whole of Bantry bay, its shores, the dreary peat-covered mountains lying around them, Kenmare bay with the mountains of Dunkerrin and Iveragh; in a word, it affords one of the finest views in Ireland.

No. 69.—DUBLIN TO KINSALE.

BY CORK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kinsale.
Dublin,	—	—	162½
Ballinahassig and Kinsale road, by Rail, as in No. 67	—	174½	7½
Kinsale, by Road,	7½	182½	—

Conveyances continue to run daily between Cork and Kinsale, and cars to Kinsale can be hired at Ballinahassig.

In crossing the undulating, naturally fertile, but very imperfectly-cultivated country which lies between Ballinahassig and the sea, there is little to interest the traveller till he reaches the hill overlooking the old town of Kinsale—from which, in the descent, the bay, the town, and its beautiful environs are seen in perhaps their best point of view. Passing the union workhouse, which occupies an elevated position, the road winds along the declivities of the hill to the town.

Kinsale is situated on the mouth of the Bandon river, at the base of and around the side of Compass hill which forms the left bank of the estuary, and on the shores of the harbour, which is very safe for every kind of vessel.

It is of great antiquity; and it appears from authentic documents to have been a borough by prescription at a very early period. In the rebellion of 1601 the town and forts were in the possession of the Spaniards, who had landed in considerable force to aid the insurgents; and in their expulsion the royal army sustained, by siege and sickness, a loss of 6,000 men. In the civil wars during the Protectorate, and consequent on the abdication of James II., Kinsale was the theatre of several important engagements; and even up to a late period

its harbour was the rendezvous for the outward-bound fleets.

The trade of the port, from its proximity to Cork, is inconsiderable. It consists in the export of agricultural produce, and in the import of timber, coal, iron, and other merchandise. The staple trade, however, is the fishery, in which a considerable number of hands are employed.

The town, as we have just observed, lies at the base and around the side of Compass hill; the streets on the acclivities ranging tier above tier, present to the view, from the lower levels, a very singular and picturesque appearance. Many of the streets are dangerously steep, and quite inaccessible to carriages.

The church, dedicated to Saint Multosia, by whom it is said to have been erected in the fourteenth century, as the conventual church of a monastery which she had founded, is a spacious and venerable cruciform structure. The principal R.C. chapel is a large building; that attached to the Carmelite friary is of less dimensions. There are also two Methodist chapels, various schools, several small endowed institutions for the aged and infirm, a union workhouse, infantry barrack, with the court-house, and other municipal buildings common to district towns. There are also the Royal George Hotel, and one or two others, with various posting-houses, where cars, &c., can be hired. Of the old walls of the

town scarcely a vestige now remains.

The harbour of Kinsale is about two miles long, its average breadth about half a mile. At the entrance, the shores are bold and rocky; around the harbour, though tame, they are beautiful.

A mile east of the town, on the shores of the harbour, is Charles Fort, formerly commanded by a governor and fort-major, and containing barracks for 16 officers and 332 non-commissioned officers and privates; and on the promontory at the opposite side of the harbour are the extensive remains of the old fortress of Castle-na-park, and the ruins of *Ringrone Castle*, the old seat of the De Courcys, Barons of Kinsale. Scilly is the part of the town on the east side of the harbour, and between it and Charles Fort are the suburban village and church of Cove, and here those who frequent Kinsale during the bathing season generally lodge.

From the high banks around the harbour, and also from the walks round Compass hill, magnificent views are obtained of the town, harbour, and vicinity of Kinsale, and from the high grounds in connexion with the new road leading to Bandon, the upper part of the estuary of the river is finely displayed. A ferry at present connects the country lying westward along the coast with Kinsale; but it is hoped that a bridge will soon be substituted for the ferry boat.

From the mouth of the harbour

eastward to Oyster-haven, where a narrow creek of the sea runs for four miles into the land, the coast is bold and rocky. The old head of Kinsale, one of the most remarkable headlands on this line of coast, is about eight miles south of the town of Kinsale. The promontory, which projects about three miles from the mainland, is generally about half a mile in breadth. It is bold and rocky, and at the "Head" rises 243 feet above the sea. This part is crowned with a lighthouse containing 27 lamps, exhibiting a bright, steady light, which in clear weather is visible at a distance of 23 nautical miles. Near the lighthouse are the ruins of the Castle of Duncearney, built by John De Courcey, Earl of Ulster, to whom, after the conquest of Ireland, the surrounding territory was granted; and a little to the north of it are the ruins of a more modern edifice, the former residence of the Barons of Kinsale.

Rathmore is about two miles east of Kinsale; *Knockduffe* is near it, and there are several villas in the vicinity.

The country around Kinsale, though bleak and containing few residences, is fertile and generally under tillage; the surface is varied, occasionally rising into long and gently-swelling hills; with rich, broad, intervening valleys. The agricultural operations are carried on in a very irregular and primitive manner; there are few good thorn fences, and draining seems greatly neglected.

No. 70.—DUBLIN TO NEWMARKET.

FIRST ROAD, BY MALLOW AND BANTEER BRIDGE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newmarket.
Dublin,	—	—	164½
Banteer Bridge, by Rail, as in No. 59,	—	156½	7½
Kanturk, by Road,	2½	159½	5
Newmarket,	5	164½	—

SECOND ROAD, BY BUTTEVANT.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newmarket.
Dublin,	—	—	154
Buttevant, by Rail, as in No. 10, p. 76,	—	137½	16½
Kanturk, by Road,	11½	149	5
Newmarket,	5	154	—

FIRST ROAD.

This road is the quickest and easiest way of reaching Kanturk and Newmarket, from all the more important parts of the country; and arrangements are being made for the erection of a public-house at Banteer, which will supply cars.

Kanturk is pleasantly situated at the confluence of the rivers Allow and Dalua, whose united streams flow into the Blackwater, two miles below the town. Under the encouragement given by the liberal proprietor, Sir Edward Tierney, Bart., the town and estate therewith connected have been much improved of late years, and now contains, in addition to the usual places of worship, &c., a comfortable inn, where cars can be hired. The new road from Cork to Listowel runs through the town. Near the town are the ruins of Kanturk Castle. This large castle was commenced in the reign of Elizabeth, by Mac Donough Carthy; but its progress was stayed by order of the government. What was then built is still in good preservation; and the structure is a remarkable feature in the scenery of the district. It occupies the four sides of a quadrangle, 120 feet in length by 80 feet in breadth.

Five miles from Kanturk, on the road leading to Buttevant, is *Castle Cor*, the fine seat of Major Barry. In this well-wooded demesne are some of the most venerable and largest trees in this part of the country; and the place reminds us of the fine old English seats. About the same distance from the town,

but on the road leading to Mallow, is *Ballygiblin*, the beautiful seat of Sir Henry Becher, Bart.; near the latter is the village of Cecilstown, and adjoining the village is *Lohort Castle*. This castle was built by the M'Carthys in the reign of King John, and having been restored and fitted up, is now the baronial residence of the Earl of Egmont. It rises over the trees in which it is embosomed—is a striking object in the scenery of the country—and is probably the most perfect specimen of the old Irish baronial castles extant.

NEWMARKET

is situated at the commencement of the mountain ranges which occupy such a large portion of the area of the counties of Cork and Kerry, and which, at five miles to the west of the town, rise from 1,000 to 1,300 feet. The town consists principally of two streets, and contains about two hundred and fifty houses, of which several are well built. The parish church, a handsome building, is in the town; there is also a R. C. chapel and several schools, fever hospital and dispensary. Adjoining the town is *Newmarket House*, the seat of Mr. Aldworth, the principal proprietor of the town, and of a considerable extent of the surrounding country. The mansion is a handsome structure, and the large demesne is embellished with fine trees. Near the town are *Mount Keefe*, *Lescongill*, and *The Priory*; the latter was the villa of

the celebrated John Philpot Curran, who was a native of this town. "During his residence at the Priory, it was the favourite resort of many distinguished literary and political characters, who used to meet there under the auspices of Lord Avonmore, also a native of this place. They held their meetings annually, in the grouse shooting season, and, from their conviviality at the Priory, obtained the appellation of 'Monks of the Screw.'"

At Newmarket the fine arable

tracts, which occupy such a large portion of country lying eastward, terminate, and are here succeeded on every side by the more elevated and inferior lands which unite with the chains of mountains extending to the Atlantic. Westwards and northwards, for many a mile, the country is bleak and desolate; nor is there, between Mr. Aldworth's seat at Newmarket, and the Knight of Glin's, on the banks of the Shannon, a distance of thirty-four miles, a single house worthy of the name of a gentleman's residence.

SECOND ROAD.

At Buttevant cars can always be obtained. About five miles north-west of Buttevant, near the village of Churchtown, is *Churchtown House*, the residence of Sir Ed. Tierney, Bart. The village of Liscarroll is about six miles in the same direction, but on the road leading to Drumcolliher and New-castle. Near the village are the ruins of the castle said to have

been erected by John, Earl of Morton, afterwards king of England.

Castle Cor, Ballygiblin, and Lohort Castle, as noticed in the preceding road, are about seven miles from Buttevant, from one to three miles apart, and are all conveniently approached by good roads branching off the main line from Buttevant to Kanturk.

No. 71.—DUBLIN TO ENNIS.

BY LIMERICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ennis.
Dublin,	—	—	151½
Limerick, by Rail, as in No. 15,	—	120	22½
Bunratty, by Road,	8½	137½	14½
Newmarket,	6½	143½	8
Clare-castle,	5½	149	2½
Ennis,	2½	151½	—

This is the most convenient way of reaching Ennis, from Dublin, Limerick, and Cork, and all the intermediate country. On the arrival of the mail trains at Limerick, the mail coach from that city to Galway, *via* Ennis, is despatched; and, in addition to the mail, there are regular stage coaches. The

railroad, now in progress from Limerick to Ennis, along the banks of the Shannon, will, however, greatly abbreviate the time of transit between these towns.

Crossing the Shannon by the Wellesley bridge, the finest of all our stone bridges, we enter the county of Clare, and, clearing the

improving environs of the city of Limerick on that side of the river, soon reach the low, rich, alluvial lands lying along the northern shores of the Lower Shannon, along which we continue generally up to the small town of Clare-castle. At five miles from Limerick we pass, on the left, *Cratloe Lodge*, the occasional residence of Mr. Stafford O'Brien; and, on the right, *Cratloe Wood*, the largest remnant of natural forest existing in this part of the country. It is a very remarkable feature in the district, and the elevated roughlands which it covers connect with the chain of hills which run eastward to Lough Derg, and form the boundary of the plain lying along the north side of the Shannon. Our road to Ennis crosses the narrow estuary of the Owengarney river near the old castle of Bunratty. This castle was erected by the De Clares, in 1277, and was subsequently the seat of the Earls of Thomond. Till within these late years, it was the residence of Mr. Studdert, who erected a modern mansion in the demesne; and the old castle is now used as a police barrack, and is the largest, most perfect, and most remarkable of all the old castles which are so thickly scattered throughout the county of Clare. Adjoining, is the demesne of Mr. Studdert; and, opposite to the castle, on the left of the road, a piece of land surrounding the old church is pointed out as the richest in the district. About a mile and a-half to the right of Bunratty are *Rosemanagher Castle* and *Springfield*. Two miles beyond Bunratty, on the road to Ennis, are *Firgrove*, *Clonmoney*, and *Ballycasey*. At four miles, and a mile to the left, is *Carrowbane*, and, near it, *Carri-gerry*; and at six miles is the small town of

NEWMARKET-ON-FERGUS.

About a mile to the east of New-

market is *Ballycar*, and at two miles, *Rathlin*; and a mile east from *Ballycar* are Loughs Fin and Rosroe and adjoining Newmarket-on-Fergus is *Carrigoran*, the seat of Sir Ed. Fitzgerald, Bart. At a mile and a-half from Newmarket-on-Fergus, the traveller passes *Dromoland*, the seat of Sir Lucius O'Brien, Bart., where a fine castle has lately been erected. The park is adorned by a pretty sheet of water, and the grounds connected with the demesne are very fertile and well cultivated.

In the beautifully romantic pastoral hills which lie to the east of the demesne, on a little eminence called *Lawnguh*, are some curious Druidical ovals and circles. About three and a-half miles north-east from Dromoland, in the flat, rocky country which stretches far around, are the beautiful ruins of Quin, one of the finest and most perfect abbeys in Ireland. It was founded for Franciscans, in the fifteenth century, by Con Macnamara. A limpid stream washes its massive walls; and adjoining are the ruins of the old church, the plain but substantial modern church and chapel, together with the small hamlet of Quin—the whole forming a very interesting group. Near the abbey is *Quinville*. In the neighbourhood of Quin are the villas of *Hazlewood*, *Dangan Castle*, *Knockpogue Castle*, and a little to the eastward, *Cullauntheeda*. Dangan Castle is said to be the oldest of these structures, so common throughout the central parts of Clare; and Lough Cullaune, adjoining the demesne of that name, is a considerable sheet of water, being about a mile in diameter.

Resuming our road, a little beyond Dromoland, to the right, is *Castle-fergus*. It is situated on the bank of the Quin river, which we cross at Lagoon bridge. About a mile and a-half farther, on the left, is the handsome demesne of *Car-*

nally and near to it the small town of

CLARE-CASTLE,

which, as Mr. Inglis observes, "from its situation, ought to be the county town instead of Ennis. There is a fine navigation up the estuary of the Fergus to the bridge of Clare, so that Clare-castle is the export point of the Ennis market. A very trifling expenditure would, however, extend the water communication to Ennis." This poor little town is beautifully situated at the mouth of the Fergus, which, falling over a ledge of rocks, meets the tide water under the walls of the castle, and gives the name of the Fergus river to that large estuary, or, rather, internal basin of the Shannon, which runs up to Clare. Clare-castle is occupied as an infantry barrack, and is capable, with the large buildings adjoining, of containing a considerable number of men. To the left of Clare, on the opposite bank of the Fergus, are *Newhall*, Mr. Armstrong, and *Buncraggy*, an old, neglected, but beautifully-situated seat of the noble family of Burton.

Here the aspect and character of the country change. The rich, deep, alluvial lands, which accompany the banks of the Shannon from Limerick, and in many places stretch several miles inland, are succeeded by that craggy, bleak, but good pastoral district which occupies so large a portion of the limestone district of the county of Clare. The interesting ruins of Clare Abbey, erected by Donald O'Brien, king of Munster, in 1194, stand near the Fergus river, about a mile above the town, and nearly midway between Clare-castle and

ENNIS.

The county town of Clare is situated near the centre of the county, and also near the commencement of

that craggy, pastoral plain which stretches across the country from the estuary of the Fergus, by the head of the bay of Galway, to that rocky tract through which the road from Loughrea to Galway runs. Ennis is watered by the Fergus, which receives the Clareen a little above the town. The old parts of the town lie huddled together close to the river, without any wall or other boundary whereby to mark its ancient limits. The modern additions straggle out along the public roads in long lines of cabins and detached houses, so that both the new and old parts of the town, suburbs, and outskirts are ill defined, scattered, and do not present a single good street. The retail trade of Ennis, except in provisions, is not so extensive as might be expected from its central situation, and the great extent of inhabited country westward. This is accounted for by its proximity to Limerick, the rapid means of communication, and the conveniences of transport afforded by the Shannon. A considerable extent of agricultural produce is, however, weekly purchased and forwarded for shipment to Clare-castle, and a little is done in the linen and flannel trade.

The public buildings are the court-house (a handsome modern structure), prison, union workhouse, county infirmary, hospital, and the usual offices common to a county town. Ennis lays claim to high antiquity. The remains of the Franciscan abbey, founded in 1240, by Donald Cabrac O'Brien, Prince of Thomond, are interesting. Only a small part exists; but that contains a fine window, of very exquisite workmanship, and several other relics. The parish church is attached to the venerable ruin. The Roman Catholic chapel is a large building; and there is another chapel attached to the Franciscan friary. There are an Ursuline nunnery, and meeting-houses for Independents and

Methodists. Ennis college, which is one of the four classical schools founded by the munificent bequests of Erasmus Smith, is within a short distance of the town; to which may be added various other schools. The Banks of Ireland, National and Provincial, have offices in the town; at the hotel and several other places horses and carriages can be obtained. A county club-house has been established; and there are also two subscription newsrooms. In and about the town are many neat detached houses; and though the country around, in its general appearance, is very bleak and craggy, there is a considerable extent of very rich arable and pasture land, as well as several lovely villas in the romantic dells which are encompassed by the low rocky hills. Among the latter we may enumerate *Edenvale, Ballyalia, and Stamerpark, Abbeyville, Willowbank, Greenlawn, Hermitage, Cahircalla, Beech Park, Ashline, Brookville, and Greenpark.* Two miles north of Ennis are the stump of a round tower, and the ruins of Dromcliffe church. About six miles on the road leading to Gort is *Ballyline House*; about a mile to the south of which are the beautiful demesne and lake of Inchicronan; and on the little peninsula formed by the outlines of the lake, are the ruins of the abbey founded by

Donald O'Brien, king of Munster, about 1190. At seven and a-half miles the village of Crusheen, near which is *Brodagh House*. At five miles, on the road leading to Tulla, is *Cranagher House*. At six miles north from Ennis, on the road leading from Kinvara, and near the shores of Dromore lough, are *Dromore House* and *Port House*.

The varied surface in this part of the county of Clare, arising from the change of strata, must be evident even to the most casual observer. The deep alluvial deposits of the Shannon are succeeded by the craggy limestone plain extending northward from the estuary of the Fergus to Galway bay, where it rises into the high, bare, and sterile terraced rocks of Burren. To the west of the Fergus, the limestone meets the schistose rocks which run westward to the Atlantic, and there terminate in those wonderfully bold escarpments constituting the iron-bound cliffs of Malbay.

The limestone plain, where, from a distance, the protruding rocks seem to cover the entire surface, is remarkable for the nutritious qualities of its indigenous herbage, and its adaptation to pastoral purposes. The other division forms an alternation of naked hills and dreary valleys, in which bog and waste prevail.

No. 72.—DUBLIN TO KILRUSH.

FIRST ROAD, BY RAIL TO LIMERICK, AND BY THE SHANNON, *via* FOYNES AND TARBERT, ETC.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilrush.
Dublin,	—	—	170½
Limerick, by Rail, as in No. 15,	—	129	41½
Foynes, by River,	23½	152½	18
Tarbert,	10	162½	8
Kilrush,	8	170½	—

SECOND ROAD, BY ENNIS, ETC.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilrush.
Dublin,	—	—	178
Ennis, as in No. 71,	—	151½	26½
Kilrush,	26½	178	—

THIRD ROAD, BY RAIL, TO LIMERICK, AND BY ROAD, *via* ENNIS, ETC.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilrush.
Dublin,	—	—	185½
Ennis, as in No. 71,	—	151½	34
Ballynacally,	11	162½	23
Killadysart,	4	168½	19
Knock,	11½	177½	7½
Kilrush,	7½	185½	—

EXTENSIONS FROM KILRUSH.

TABLE OF DISTANCES.

Stations.	Statute Miles.	
	Distance between Stations.	From Kilrush.
Carrigaholt,	—	11
Loophead,	10½	21½
To Kilkee,	—	8½

FIRST ROAD TO KILRUSH.

Next to Ennis, Kilrush may be regarded as the second town in the county of Clare; and, with the exception of the small town of Clarecastle, its only sea-port, though the county is bounded, on the south, by the estuary of the Shannon, and, on the west, by the Atlantic. It is also important as the nearest town to Kilkee, probably the best bathing place in Ireland, and between these places a constant communication by cars is kept up. Commodious steamers ply regularly between Limerick and Tralee, calling at Tarbert, and, in this way, the generality of travellers proceed. The sail down the estuary of the

Shannon exhibits this arm of the Atlantic and its shores in their best point of view; and though, in this long reach of water, there are many charming scenes, along its southern banks near Limerick, on either shore at Foynes, and immediately about Tarbert, the scenery, generally speaking, is tame and monotonous, nowhere rising to any thing like sublimity of character.

The thriving little seaport town of Kilrush stands on the northern shore of the Lower Shannon, about twenty-two miles from the mouth of the bay, and near the head of a small creek or inlet, into which the steamers and other vessels run, and to which it gives name. From the new quay, increased trade, large corn stores, wide streets, and good houses, its prosperity is evident, as is also the care bestowed by the proprietor, Mr. Vandeleur, whose residence adjoins the town.

It contains, near the site of the

ancient church, a handsome modern one, a spacious chapel, a small Methodist meeting-house, various schools, a large inn, where, and at numerous other places in the town, cars and post-horses can be hired. There are also a union workhouse, a court-house, custom-house, and market-house, with branches of the provincial and national banks.

The island of Scattery, on which a small fort has been erected, lies a mile off the shore. According to traditionary statements, St. Senan is said to have established a place of worship here before the arrival of St. Patrick. However that may be, the fragments of several small churches, and the ancient round tower, 120 feet high, which presides over the scene, incontestibly prove its antiquity. This small island is remarkable for the resort of pilgrims on certain festivals. In front of Scattery is Hog Island, containing about 20 acres.

KILRUSH TO KILKEE.

Between Kilrush and Kilkee the country is bleak, flat, and boggy. Kilkee is now a watering place of considerable importance, having been of late years greatly resorted to by the citizens of Limerick, as also by the gentry of the adjoining country. It is situated on the shores of a beautiful little smooth circular creek which runs in from Malbay, marked in the charts of the Clare coast, Moore Bay, where the swell of the mighty Atlantic billows is broken by a ledge of rocks which stretch across the entrance of the inlet. Kilkee is part of the large estates of the Marquess of Conyngham; but held under lease by Mr. Studdert, whose lodge adjoins the town. There are two inns, and numerous lodging-houses, good, bad, and indifferent.

The part of the coast lying between Loophead, the northern point

of the mouth of the Shannon, and Hag's-head, fully thirty-three miles in extent, has been justly denominated Malbay; for, if a vessel happen to be embayed there, the only places where there is the least chance of saving the ship, are on the northern side of the intermediate small inlets of Dunbeg and Liscannor. About twenty miles, that is, from Loophead to Dunbeg, the shore presents, on a magnificent scale, the ruins of nature in the numerous and endlessly varied caverns, chasms, bays, headlands, and island rocks, into which the ceaseless warring of the Atlantic waves have broken the bold, rocky coast. As Kilkee stands nearly about midway in the above range of coast, it is a good halting place for those anxious to see this interesting scenery, which may be easily enjoyed in calm weather from the cliffs, the land rising gradually

towards the shore. Small canoes made of wicker work, and covered with waterproof canvas, comprise the fishing establishment at Kilkee. The cliffs, however, are seen to most advantage from the water; and although the canoes answer the heavy sea which rolls along this coast better than boats, it requires considerable nerve to venture in such frail barks.

The country around Kilkee is poorly inhabited, wretchedly cultivated, and necessarily bleak from its formation and exposure to the Atlantic. It contains a great deal of bog and marsh mixed with the arable lands. Roads run from Kil-

rush and Kilkee to the point of Loophead; so that the lighthouse, the natural bridges near the village and bay of Ross, the various caverns and bays on either side of Cape Lean, as this long, bold promontory is sometimes called, can be conveniently visited from either of these towns.

A road also leads to near Ballard bay, about four miles to the north of Kilkee, whence the cliffs are very picturesque, and higher than these about Kilkee; they contain some very bold and singular features, including several caves of large dimensions.

KILRUSH TO LOOPHEAD.

At two miles from Kilrush we cross the ferry of Cammoge, and from that to Loophead there are two roads, one leading through the centre of the peninsula, by Kilfearagh, which is a detour—the other along the bays of Querrin and Carrigaholt. Along the Atlantic the shores of the peninsula are bold and rocky, maintaining the bluff cliffy formation common to this line of coast, and rising in some places 252 feet perpendicularly from the ocean. Measuring the peninsula from Kilkee to Loophead, the line of coast extends in a straight line about fourteen miles, and in that distance presents an endless variety of coves, creeks, inlets, and little bays, everywhere bold, in some places awfully impending, and exhibiting striking and wonderful forms. Against the whole line of coast the mighty billows of the Atlantic roll with incessant force; and in times of storm break and foam on the schistose rocks with inconceivable fury. On the Shannon side of the peninsula a sandy beach extends along the greater part of the shores.

Proceeding by the coast road, on leaving the ferry of Cammoge, we

pass *Mount Pleasant*, Mr. Cox, near which is a hill attaining an elevation of 221 feet, affording a good view of the peninsula, bay, Kilrush, and adjacent country. At two miles from the ferry, Querrin Point is passed; at four, the hamlet and chapel of Doonana; and at eight miles, the village of

CARRIGAHOLT,

which is situated on the bay to which it gives name, and near the Moyarta river, here falling into the Lower Shannon. It contains a chapel and a small pier, at which some shipments of agricultural produce are made, and which is also useful to the fishery of the place. Near the village, on a rocky cliff overlooking the bay, are the ruins of the old castle of Carrigaholt, said to have been built by the Macmahons, the former proprietors of this district.

Three miles north from the village are the ruins of Knocknagarhoon Castle, and the hamlets of Newtown and Oldtown, where the land rises 413 feet above the sea; and two miles north from the latter, on the cliffs, are the ruins of Donlicka Castle.

Three miles south-west from Car-rigaholt, on the road to Loophead, are the village and chapel of Cross, and near it are the ruins of the friary of Kilballyowen, and *Kilballyowen Lodge*; and at two miles from Cross are the ruins of Cloghan-sauvaun Castle, also the cave and "puffing holes." At four miles are Ross bay, hamlet, and natural bridges of Ross.

The bridges cross a narrow inlet, up which the sea rushes with great force. The inner bridge, next to the termination, which is first seen, is beautifully arched, and formed of numerous thin strata of clay-slate rock. The under side of the arch looks smooth, as if covered with plaster, "The span of the arch is seventy-two feet; height from the

water, forty-nine; thickness of the arch at the crown, composed of rock, covered with earth and poor verdure, nineteen; width of the sheet of rock underneath the arch, forty-five; and width of the grassy walk on top, thirty feet. The other bridge is forty-five feet span, the thickness above the arch nine, and the width thirty feet."—*Knott*.

The mouth of the Shannon is eleven miles in breadth—that is, from Loophead to Kerry-head; and from the balcony round the lantern of the Loop Head light-house, an extensive view is obtained of the bay, peninsula, we have just travelled through—of the Lower Shannon and its shores—and of sea, coast, and land for many miles around.

SECOND ROAD TO KILRUSH.

Along this line a car starts for Kilrush on the arrival of the Dublin mail at Ennis, and this is the only public conveyance, except the steamer from Limerick, which plies to and from Kilrush daily. Conveyances, however, can be hired at Ennis. The dreary country across which the road lies is a part of that

hilly sandstone and clay-slate tract stretching westward from Ennis to the Atlantic, to which we have referred in No. 71; and although there is much arable and craggy pasturable land alternating with bog, hill, rock, and marsh, nearly all is wretchedly tenanted, and, as a matter of course, as wretchedly cultivated.

THIRD ROAD TO KILRUSH.

If we proceed by Limerick, a road branches off at Clare-castle, two miles before we reach Ennis; but as there are neither public conveyances nor stages on this line, it will be necessary to procure horses to be in waiting at Clare-castle. This, of course, will not be required if we reach Ennis by any of the other roads.

This road is seldom travelled except by those who have business in that part of the country. It is one of the old lines, and in many parts very hilly and ill constructed; but the country is in some

places romantic and beautiful, and as the road lies generally along the northern shores of the Shannon, magnificent views of the estuary are obtained. If we except the road from Killaloe to Scariff, it is, at least to the tourist, by far the most interesting reach of road along the whole course of the Shannon.

Leaving Clare, passing the demesnes of *Newhall* and *Buncraggy*, noticed in our road to Ennis, with the beautiful lake and abbey ruins of Killone, which are in the fine demesne of *Newhall*, at seven and

a-half miles from that town we pass *Fort Fergus* ; and at nine reach *Paradise*, Mr. Arthur ; near which is the hamlet of *Ballynacally*. The above demesnes are beautifully situated, and command fine views of the estuary of the *Fergus*, and of the large fertile islands, numerous creeks, bays, and inlets which here break and diversify the broad expanse of water. There are few parts of the sea-lake scenery of Ireland more beautiful than this part of the *Fergus*. The shores are bold and verdant ; and the fertile islands of *Inishcorker*, *Inishtubrid*, *Inishmacowney*, *Inishmacnaghten*, *Cannon island*, *Deer island*, *Coney island*, and *Teenish island*, are beautifully scattered throughout the deep waters of the estuary.

Three miles from *Paradise*, we pass through the improving village

of *Killadysert* ; about two miles to the right of which is *Ballyleagan*. Two miles beyond *Killadysert*, we pass *Cahercon*, one of the most romantic and delightfully situated demesnes on the *Shannon*. Passing, at five miles from *Cahercon*, the headland and bay of *Labeaheeda*, on the left, as also *Ballyartney*, we soon reach *Clonderalaw* and *Thornbury*. The hamlet and church of *Kilmurry* adjoin these demesnes ; and two miles beyond it, prettily situated on *Clonderalaw* bay, is *Kilmore House*. A little below this are the post-office, hamlet, and woods of *Knock*, the latter stretching along and beautifying the banks of the *Shannon* for a considerable distance. Five miles from *Knock* we reach the demesne of Mr. *Vandelenr*, which reaches to the town of *Kilrush*.

No. 73.—DUBLIN TO ENNISTIMON AND LEHINCH.

BY ENNIS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Lehnch.
Dublin,	—	—	169½
Ennis, as in No. 71,	—	151½	18
Maurice's Mills,	8½	160	9½
Ennistimon,	7½	167½	2½
Lehnch,	2½	169½	—

No. 74.—DUBLIN TO MILTOWN MALBAY.

BY ENNIS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Miltown Malbay.
Dublin,	—	—	170
Ennis, as in No. 71,	—	151½	18½
Inagh,	0	160½	9½
Miltown Malbay,	9½	170	—

On the arrival of the mails at *Ennistimon*. This is the only public conveyance during the winter ;

but in summer, a two-horse car runs in addition to the mail car. At Ennis, however, conveyances can be hired. Ennistimon, though very romantically situated, is a town of very little importance; but the Cliffs of Moher are truly magnificent, as well from their extent and outline as from their heights.

As we proceed along the dreary plain, through which a considerable portion of the road from Ennis to Ennistimon lies, the wretched state of the habitations, and the sad state of culture, cannot fail to arrest attention. The aspect of the country is gloomy; and the mountain of Callan on our left, which rises to a height of 1,282 feet, but little relieves the cheerless character of the scene.

At about eight miles from Ennis, our road passes within six miles of the summit of Slieve Callan, on the side of which is a remarkable sepulchral stone, bearing an inscription in the ancient Ogham character, and on the south side are some interesting Druidical remains.

Few towns are more romantically situated than Ennistimon. It is encompassed by a low range of picturesque hills, adorned by the plantations of *Ennistimon House*, and watered by the Cullenagh river, which throws in one body the numerous streams, issuing from the hills, along the base of which it glides, over a high and broken ledge of rocks, into the tide-water which runs up to the town from Liscannor bay. The rapid here is, in point of picturesque beauty, equal to that of the Owenmore at Ballisadare. Ennistimon, from its situation, if properly encouraged, might vie with any other little town in the kingdom. Near the town are *Woodmount House*, and the ruins of Glen Castle. The town, which carries on no trade, contains a church, chapel, and union workhouse; and a portion of Ennistimon House, to which we have referred, once formed a part of one of the castles of the O'Briens. The

above house is beautifully situated, and commands a fine view of the rapids.

Five miles north-east from Ennistimon, on the road leading to the barony of Burrin, are the poor village, church, chapel, and episcopal ruins of Kilfenora. This place is, unquestionably, of high antiquity; and it is stated in the Ulster Annals that the abbey and town were burned by Murrough O'Brien in 1055. A fragment of the old abbey still remains in the church-yard, and at its entrance are several ancient crosses. The land immediately around Kilfenora is of good quality, and better cultivated than that around Ennistimon. Near Kilfenora is the deanery house, and the demesne of *Ballykeel*. In addition to the above, there are various ruined castles, sites of old mansions, and many ancient forts, around Kilfenora.

Lehinch is about two miles from Ennistimon, and the Cliffs of Moher are about seven miles north of that village. They form a part of the south sound, lying between Hagshead and Doolin bay.

Leaving Lehinch, we proceed, along the sandy beach, by the line of road made by the Board of Works, and cross the estuary of the Oyne river, near the ruins of Dough Castle. Passing, at three miles from Lehinch, the village of Liscannor, near which are the ruins of Liscannor Castle and the lodge of Baron Richards; and, at three and a-half, *Birchfield*, the residence of Mr. O'Brien, we soon reach the road which leads to the cliffs. In passing, the traveller will observe the improvements effected by Mr. O'Brien, not merely within the boundaries of the grounds attached to his house, but throughout his estates. These—consisting of comfortable houses for his tenantry, roads, draining and reclaiming waste lands, show how much may be done under proper management, and by a moderate outlay. Nor has he been unmind-

ful of the comforts and conveniences of the tourist, as the various drives and walks along the Cliffs, the stables, coach-houses, and banqueting rooms, will abundantly testify. To attempt a minute description of the Cliffs of Moher would far exceed the limits of our work; suffice it to say, that they extend from Hagshead to Doolin bay, a distance of five miles; rise perpendicularly at O'Brien's Tower, their highest point 580 feet above the ocean; and display all that wonderful and striking variety of impending cliff, deep ravine, resounding cavern, and detached island-rocks, arched and pinnaced in a thousand grotesque forms, which the cliffs here, in common with all those composed of the clay-slate rock, exhibit when exposed to the ceaseless fury of a heavy sea. To hear the deep sounds of the ocean surge—to look from the dizzy heights, and see its billows breaking and foaming against the rugged basement, the myriads of sea-fowl breasting the wave, wheeling in mid-air, or congregated on the pinnacles of the time-worn rocks, at once fills the mind with awe and admiration.

We have thus briefly noticed the

interesting, but hitherto little known scenery of this part of the county of Clare, which reaches from Doolin bay to the Shannon. To see this tract of coast advantageously would require at least four days; and the small towns of Ennistimon, Lehigh, Miltown Malbay, Kilkee, and Kilrush, which lie at convenient distances along or near the shore, afford accommodation and the means of conveyance. For further particulars relative to this coast, see the Guide to Kilkee, by Mary John Knott.

About eight miles from Lehigh, on the road leading along the shores of Blackhead bay, is *Doolin Castle*, the residence of Mr. Macnamara. It is situated near the bay of Doolin, where the clay-slate rocks, composing the cliff scenery from Loophead to this point, end, and are succeeded by the mountain limestone which pervades the adjacent, and, in its geological formation, interesting, barony of Burrin.

Doolin Castle, however, is now brought within eight miles of Ennistimon, by the new line of road to that town; and between these places are several improved farms and comfortable houses.

ENNIS TO MILTOWN MALBAY.

The road from Ennis to Milltown lies through the same dreary and inferior description of country as those from that town to Kilrush and Ennistimon.

The village of Milltown is about one and a-half miles from the shores of the bay whose name it bears—the bay lying about midway between those of Doonbeg and Liscannor.

Milltown bay, being admirably situated, and otherwise well cir-

cumstanced for bathing, has been long frequented for that purpose by the resident gentry of Clare. In addition to the Atlantic Hotel, a large house, erected some years ago by subscription, for the accommodation of bathers, there are a number of private lodges along the shore. At Spanish Point, a rocky headland in the bay, two of the vessels belonging to the Spanish Armada were wrecked.

No. 75.—DUBLIN TO GORT AND CORROFIN.

FIRST ROAD, BY WOODLAWN AND LOUGHREA.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Corrofin.
Dublin,	—	—	142
Woodlawn, by Rail, as in No. 16,	—	101½	40½
Loughrea, by Road,	11½	113	29
Kilchreest,	4	117	25
Gort,	11	128	14
Corrofin,	14	142	—

SECOND ROAD, BY ORANMORE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Corrofin.
Dublin,	—	—	151½
Oranmore, by Rail, as in No. 16,	—	121	30½
Kilcolgan, by Road,	5½	126½	25½
Ardrahan,	4½	130½	21
Gort,	7	137½	14
Corrofin,	14	151½	—

At the comfortable little inn at Woodlawn, kept by Boyd of Ballinasloe, cars can always be hired. Our road runs around the demesne of *Woodlawn*, the beautiful seat of Lord Ashtown, and passes through a flat tract of country, in which the soil is of medium quality, and where are met in succession bog, marsh, tillage, and pasture land, the latter, however, prevailing.

LOUGHREA,

is finely situated in the heart of a fertile portion of the county of Galway, on the northern shores of the very beautiful lake from which it takes its name; and, with care on the part of the proprietor, this town might be rendered a place of considerable importance. As it is, a good deal of the produce of the surrounding district is weekly disposed of, and a considerable retail

trade in return carried on. It contains a small cavalry barrack, a neat parish church, commodious chapel, a Carmelite friary and nunnery, the union workhouse, and two hotels, where conveyances can be hired. Attached to the friary is a very neat chapel, and the very picturesque and carefully preserved ruins of the monastery which was founded by Richard de Burgh, in 1300. Connected with this monastic establishment is a fine promenade lined with trees. This walk runs close to a part of the old embattled walls which formerly surrounded the town.

The great extent of flat country lying to the north and west of the town presents a desolate and cheerless aspect; and the plantations connected with the different seats, though of considerable extent, appear as mere specks. Still the soil is good, and the patches of tillage

blending with the extensive sheep pastures and large tracts of bog, present a very singular appearance when seen, in connexion with all around, from the hills which rise to a considerable elevation on the east side of the lough. On the south side of the town, and around the lake, the surface is beautifully diversified, and in many places very picturesque. The fertile hills, which here form an agreeable contrast with the flatness on the north and west sides, blend with the Slieve Aughty mountains which lie to the south. These mountains occupy an area of about eighteen miles square, are generally of the old red sandstone formation, contain a great extent of pastoral lands, and in some places attain to an elevation of 1,306 feet above the sea. The lough is about four miles in circumference; its area 769 acres.

Adjoining the town is *Mount Pleasant*, and several other villas; and, two miles to the east, *Masonbrook*, the beautifully situated seat of Mr. Smyth; at five miles, *Dalystown*, the fine residence of Dr. Farrell; and at ten, on the mountain road leading from Portumna to Gort, is *Marble Hill*, the romantic seat of Sir John Burke, Bart. The summits which surround Marble Hill are in elevation from 400 to 600 feet, and connect with the Slieve Aughty mountains, to which we have just alluded. On the north side of the town are *Raford*, Mr. Daly, and *Turow*, Mr. Dalton—the former six miles distant, the latter four.

At seven and a-half miles from Loughrea, on the road leading to Ballinasloe, is *Ballydonnelan*, the seat of Mr. Mahon; and opposite to it, *Eastwell*, Mr. Usher. At four miles, the hamlet of Kilreekil, close to which are the ruins of Wallscourt Castle, and *Dartfield*, the seat of Mrs. Blake; at the same distance, but opposite the latter, is *Ballydugan*, that of Mr. Burke, remarkable

from the plantations which crown the hill, on the eastern acclivities of which the house is situated.

At seven and a-half miles from Loughrea, on the road leading to Galway, is the small village of Craughwell, which is watered by the Cornamart stream. Close to the village is *Ballymore*, and, in the vicinity, *Aggard*, the residence of Mr. Lambert, *Rohasane*, and *Lambert Lodge*.

Leaving Loughrea, for Gort, we cross, by the old road, the ridge of land lying between that town and the village of Kilchreest, whence we obtain a good view of the town, the lake, and country around.

Kilchreest is situated near the base of the hills along which our road runs to Gort, and which unite with the Slieve Aughty mountains noticed above.

A mile from Kilchreest we reach *Roxborough*, the seat of Mr. Perse, capable, from its woods, its variety and extent of surface, of being rendered the finest residence in this part of the country. As is common with many parts of Galway, there are numerous castle ruins all round, and three of them are in the above demesne. A little to the north of *Roxborough* is *Woodville*, Mr. D'Arcy; and adjoining *Roxborough* is *Castle Daly*, Mr. Daly.

The thriving and prettily-situated small town of Gort stands on the borders of the county of Galway, in the plain lying between the hills of the barony of Burrin on the west, and those in the barony of Loughrea on the east. It is watered by a stream which bears the surplus waters of several small loughs lying above the town into the bay of Galway at Kinvara harbour; is environed by some extent of fertile, though bleak and craggy lands, and considerably beautified by the plantations and other improvements connected with the residences around the town. Gort contains a handsome church, large chapel.

cavalry barrack, and union work-house; and at the inn, post horses and carriages can be hired.

In the arrangement of the streets and houses, considerable attention has been paid to order and convenience. The shops look smart, and supply the country around with every necessary. For this kind of trade Gort is well circumstanced, being fifteen miles distant from any other town.

To the east of the town, near the new road leading to Portumna, are *Forthill*, *Lysbrine*, *Annagh*, *Rus-san*, *Ballyturin*, and several other villas.

About a mile north from the town, on the road to Galway, is *Cooles Park*, the seat of Mr. Gregory, near which is *Raheen*, the seat of Lady O'Donnell. The river that runs through *Cooles Park* is remarkable from its sinking into the caverned limestone, and re-appearing several times in its progress through the demesne.

About two miles from the town, and on the left of the road to Ennis, is *Loughcooter Castle*, till lately the residence of the ennobled house of Vereker, now an affiliated branch of the Loretto Convent of Rathfarnham!!! The demesne is well wooded. The mansion rises proudly over the beautiful lough which gives its name to the place; and though of moderate dimensions, possesses much of that boldness and picturesqueness of outline which constitute the charms of castellated architecture. The castle and entrance lodges are in the same style, and were built from designs of the late Mr. Nash.

"The river, which flows from the beautiful 'Loughcooter,' passes through a deep ravine, till it reaches 'the Ladle,' a precipitous hollow, clothed with trees to the water's edge, where it sinks under a perpendicular rock. About one hundred yards from this spot, it re-appears in 'the Punch Bowl,' a circular basin, about thirty yards in diameter,

and at least fifty deep; a pathway leads down the sides of this pit, which are very steep, and clothed with trees. After flowing about three hundred yards from the Punch Bowl, it emerges, takes the name of the Blackwater, and after running rapidly for a short distance, again disappears. At the 'Beggarmans Hole,' a smaller circular basin than the Punch Bowl, it is again visible, and soon afterwards enters the 'Churn,' which is like an extremely deep well, ten feet in diameter. A quarter of a mile from the Churn, it re-appears from under a beautiful arch formed by nature in the rock," passes through the town of Gort, and in *Cooles Park* sinks again, and after alternately appearing and disappearing, once more flows, by a subterraneous channel, into the bay of Kinvara.

Three miles from the town, near the road leading to Corrofin, are the ruins of the lonely round tower, churches, and cemetery of Kilmacduagh. The tower is nearly perfect, but considerably off the perpendicular. A part of the ruin, dignified by the name of cathedral, still exists; but the relics of what are called the seven churches can hardly be traced; others are only discernible; and judging from what remains, they must have been at best mere huts, worse than even those which the *pseudo-archæologists* have pressed into the service at Glendalough and Clonmacnoise; and though wanting that interest arising from the lake and mountains surrounding the former, or that effect which is produced by the low range of quiet pastoral hills and the deep sullen waters of the Shannon bounding the latter, there is a sternness and coldness of character about Kilmacduagh, where all, mountain and plain, as far as the view extends, seem one vast sheet of denuded limestone.

Close to the ruins is *Rockville*, the residence of Mr. Darcy. At

a mile westward, on the road to Corrofin, is Lough Bunny; at four miles *Rockforest*, the seat of Mr. Lysaght. The country lying between Kilmacduagh and the town of Corrofin is strangely varied with bog, marsh, rock, and lake. In many places the country around Gort exhibits a remarkable appearance; the limestone is laid bare, and the intervening spots of cleared land seem to have been won, by incredible labour, from the general waste. And we may here remark, that vast tracts of this description are met with throughout the counties of Galway, Clare, Roscommon, and Mayo.

Leaving Gort for Corrofin, we may either proceed by the new roads leading by the ruins of Kilmacduagh, or branch off the Gort and Ennis road within four miles of the village of Crusheen. At Gort, as we have before remarked, conveyances can be hired.

Proceeding by the latter road we pass, about two miles from the former, *Ashfield*; and beyond it *Cregg*; also *Sallymount* and *Bunnehowe*. At Tobberdoney, which is six and a-half miles from Gort, we leave the Ennis line, and at eight miles reach the small town of Corrofin, which is romantically situated in the plain lying between the extraordinary craggy hills of Burrin and Inchiquin, and near the lakes of Taddon and Inchiquin. The former connects with a chain of singularly-formed sheets of water which run eastward to Kilmacduagh.

The lake of Inchiquin, situated about half a mile from Corrofin, is about a mile in length, and half a mile in breadth. "It is bounded on its western side by a range of hills rugged and partially wooded, and rising abruptly from its margin; and on its southern side, the demesne surrounding the residence of the Burton family, and the ornamental

grounds of *Adelphi*, the residence of Mr. Fitzgerald, contribute to adorn a scene of remarkable natural beauty. The castle, which is situated at the northern side of the lake, though greatly dilapidated, is still a picturesque and interesting ruin, consisting of the remains of a bar-bican tower, keep, and old mansion-house attached to it; and its situation on a peninsula standing out in the smooth water, with its grey walls relieved by the dark masses of the wooded hills behind, is eminently striking and imposing. It is from this that the barony takes its name; and from this also the chief of the O'Briens, the Marquess of Thomond, derives his more ancient title of Earl of Inchiquin. For a long period it was the principal residence of the chiefs of this great family, to one of whom it unquestionably owes its origin; but we have not been able to ascertain with certainty the name of its founder, or date of its erection. There is, however, every reason to ascribe its foundation to Teige O'Brien, king or lord of Thomond, who died, according to the annals of the Four Masters, in 1466, as he is the first of his name on record who made it his residence, and as its architectural features are most strictly characteristic of the style of the age in which he flourished."

In the neighbourhood of Corrofin there are various church and castle ruins—and beautiful tracts of pasture lands contrast strongly with the wild craggy country which generally prevails around. With the exception of the flat, smooth, rich lands lying along the shores of the Lower Shannon and the estuary of the Fergus, the county of Clare is generally rugged, hilly, and strangely intermixed with bog, marsh, and rocky pasture; and this description of country is fully maintained in the vicinity of Corrofin.

No. 76.—DUBLIN TO BURRIN AND BALLYVAUGHAN.

FIRST ROAD, BY ORANMORE AND KILCOLGAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballyvaughan.
Dublin,	—	—	143½
Oranmore, by Rail, as in No. 16,	—	121	22½
Kilcolgan, by Road,	5½	126½	17
Kinvara,	6	132½	11
Burrin, .	4	136½	7
Ballyvaughan, .	7	143½	—

We introduce the small village of Burrin as bearing the name, and Ballyvaughan as lying in the centre of the rugged and but little frequented district, to be briefly noticed, namely, the barony of Burrin.

Kinvara is a small, thriving sea-port village, situated at the head of the little bay which takes its name, and contains one or two good retail shops. Near the town are the ruins of Doongorey Castle. There is a good deal of tillage land around the town, though the general aspect, in common with this part of Galway, is hilly and craggy.

About three miles from Kinvara we enter the county Clare, where the roads to Burrin and Ballyvaughan branch off; Burrin being about three miles distant from this point, and Ballyvaughan eight.

In proceeding to Burrin from this point, we keep along the shores of Aughinish bay, an inlet off the larger bay of Galway, the road to Ballyvaughan keeping more inland, and rounding the point of New Quay bay by the hamlet of Bealaclogga.

The small village of Burrin, in which a post-office for the accommodation of the district has been established, lies at the eastern end of the barony, and at a short distance from the hamlet and harbour of New Quay and the celebrated Burrin oyster banks. It contains a good

public house, where travellers occasionally stop.

The lands around the village of Burrin are very fertile, and produce excellent crops of wheat. *Finvarra House* adjoins the village; and connected with it is the small wooded hill of Borneen, a singular feature in this bleak country. The beautiful abbey ruins of Corcomroe lie about two miles to the east of the village. They contain the remains of a monument erected to Donogh O'Brien, King of Thomond, who was killed in a battle fought near this place in 1267.

Ballyvaughan is a thriving little town, lying nearly in the centre of the barony of Burrin, and only fourteen miles from Galway by water. It contains several small retail shops, and a public-house where travellers can refresh themselves; and in the neighbourhood of the village, and along the shores of the bay, are *Sans Souci*, *Harbour-hill*, *Ballyallaben*, *Mucknish*, and *Newtown Castle*.

Black-head is five and a half miles from Ballyvaughan, and the road which leads to it passes the hamlet of Cregg, and the church ruins and lodge of *Gleninagh*. The road keeps along the southern shores of Galway bay, and affords magnificent views of the latter, of the islands of Arran, and of the mountains of Connemara. Towards Black-

head the shores are bold and rocky, and the craggy hills above the road attain an elevation of 1,044 feet, and of course afford more extensive views than from the cliffs, particularly of the mountains of Connemara, which are seen in all that grandeur and diversity of outline for which they are so remarkable.

Two miles from Ballyvaughan, on the road leading to Kilfenora, are the chapel and church of Rathborne; and along that line of road there are a considerable extent of rocky, rich pasture lands. Beyond Ballyvaughan, the rocky district gradually blends with the moorlands, which again give place to the more fertile lands lying around Kilfenora.

The barony of Burrin is that district of the county of Clare which stretches along the southern shores of the bay of Galway, and also along a considerable portion of the coast of the South Sound. It is about fifteen miles in length by ten miles in breadth, and contains 74,360 statute acres. Till lately, no good road ran through the district, and, consequently, it was little known to the generality of travellers; now it is traversed by the new roads from Ennis to New-quay, New-quay to Ballyvaughan, and thence along the shore by Blackhead to Liscannor bay, passing Doolin castle and the cliffs of Moher, and the improved

hilly road from Ballyvaughan to Kilfenora.

The general features of the greater part of the barony of Burrin are altogether different from those of any other part of the country. Its sea-ward outline is diversified by deep, receding bays, which, as seen from the opposite shores of Galway have a magnificent—an almost sublime effect. In the central portion of the district the entire surface seems one unbroken mass of mountain limestone; and the bare hills rising from the shore to an elevation of 1,134 feet, in regularly receding terraced flights, present a vast amphitheatrical outline. The disjointed blocks composing the surface of this immense circular acclivity, though not deposited with all the precision of the trap rocks, are laid generally in horizontal lines, giving to the whole, at a distance, a regular and formal character. The more elevated parts are destitute of herbage, and present to the eye an arid, cold, and joyless waste, unchanged by either summer's sun or winter's cold, and but little varied by either light or shade; and throughout the whole of the rocky district the intervening cultivated spots can only have been gained from the general waste by great exertion. In the dreary, craggy district of Burrin, however, there is much to interest both the geologist and botanist.

No. 77.—DUBLIN TO TULLA.

FIRST ROAD, BY LIMERICK AND SIX-MILE-BRIDGE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tulla.
Dublin,	—	—	148
Limerick, by Rail, as in No. 15,	—	129	19
Six-mile-bridge, by Road,	9½	138½	9½
Kilkishen,	5½	143½	4½
Tulla,	4½	148	—

SECOND ROAD, BY LIMERICK AND BROADFORD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tulla.
Dublin,	—	—	149
Limerick, by Rail, as in No. 15,	—	129	20
Broadford, by Road,	12½	141½	7½
O'Callaghan's Mills,	8½	145	4
Tulla,	4	149	—

THIRD ROAD, BY LIMERICK AND THE CLARE HILLS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tulla.
Dublin,	—	—	145½
Limerick, by Rail, as in No. 15,	—	129	16½
Kilkishen, by the Clare Hills,	12½	141½	4½
Tulla,	4½	145½	—

The small town of Tulla occupies an elevated site in the centre of one of the finest districts in the county of Clare, and, from its position, is readily accessible by either of the above roads. The first road branches off No. 71, at six miles from Limerick; along the second line, one of Bianconi's cars runs daily; and, by the third line, which crosses the Clare hills, and is only, for so far, fit for light carriages, the tourist commands views of the finer parts of the estuary and valley of the Shannon, the rich plain in which the city of Limerick is situated, the hills which encompass it, and the very beautiful part of the county of

Clare lying around the small town of Tulla.

By either of the above roads, it will be necessary, should the time at which Bianconi's cars run along the second line not be suitable, to hire conveyances in Limerick or Tulla, according to the traveller's movements, for the entire journey.

BY THE FIRST LINE,

at about 9 miles from Limerick, the village of Six-mile-bridge, the scene of the fatal election riots of 1852, is soon passed, near which are the seats of *Mount Ivers*, Mr. Ivers; *Castlecrine* Mr. Butler; and *Castlelake*, Mr. Gab-

bett. At three miles from the above village, *Belvoir*, the residence of Mr. Wilson, is passed on the right; and at five, the hamlet and demesne of Kilkishen are reached, the latter the handsome residence of Mr. Studdert. About a mile beyond Kilkishen, the road skirts Lough Cullaun, on the western shores of which, is *Cullaun House*, and at four miles from the lake, reaches Tulla.

Tulla, though a small place, is the largest town in its district. It contains several shops, and a small inn, where cars can be hired. From the crest of the hill on which the modern church and ruins of the ancient one are situated, an extensive view of the country around is commanded. This basin-shaped district is bounded on the south by the fertile ridge of hills which separate it from the valley of the Shannon; on the east, by the Slieve Bernagh, or Killaloe mountains; and on the north, by the Inchiquin and Slieve Aughty mountains, which lie between it and the great craggy limestone plain surrounding the towns of Gort and Loughrea. It consists of an alternation of bog, lake, and fertile lands—the latter, highly so, and is diversified with a considerable number of handsome country seats. Of these, *Kiltanoan*, the residence of Mr. Molloney, near the town, is one of the largest, and, apart from its extent and beautiful surface, is very interesting from the subterranean course of the Affic rivulet, which runs through the grounds. This stream, one of the numerous tributaries to the Fergus, dips beneath the surface, and flows for a considerable distance through the caverned limestone—a not unusual occurrence in similar formations, and along its margin, paths have been formed—sufficient light to show the limpid waters and the singularly fantastic rocks being admitted through the natural chinks and apertures of the cavern.

A mile to the east of the town is *Garruragh*; at two and a-half miles, *Maryfort*; at three, *Ballynahinch*, *Derrymore*, and *Kilgory*.

The village of Feakle is seven miles to the north east of Tulla, on the road leading from Gort to Killaloe; and four miles from Feakle, on the same road, embosomed among the Inchiquin hills, which there rise above 1,000 feet, is Lough Graney, its southern shores being adorned by the woods of *Caher* and *Knock-beha*, the latter the lodge of Mr. Molloney, the former that of Mr. O'Hara.

We feel confident that those who are interested in the topography as well as in the agricultural state of this comparatively waste, but highly improvable district, will be gratified by a detour along the beautiful road which leads across the hills from Tulla to Gort. It attains to an elevation of 533 feet, and commands extensive prospects of all the lower districts on either side of the ridge.

THE THIRD ROAD,

as we have already remarked, proceeds in a due northerly direction from Limerick, and crosses the Clare hills, at an elevation of 420 feet. This conspicuous and fertile ridge of hills extending westwards from the Killaloe mountains to the estuary of the Fergus, is a remarkable feature in the scenery of the environs of Limerick.

This road falls into our first line to Tulla at *Belvoir*, the seat of Mr. Wilson; it has been well laid out and kept in good order, commands, from its elevation, extensive prospects of large portions of the counties of Clare and Limerick, and enables the tourist readily to comprehend the nature of the country travelled through. No public conveyances run along this line, and the hilly portions of it are only fit for light carriages.

THE SECOND ROAD,
on leaving Limerick, keeps the right bank of the Shannon for nine miles, when it leaves the valley, keeps along the acclivities of the hills, and runs through the pass of Glenomra ere it reaches the romantically-situated village of Broadford, with its church and chapel. At three miles from Limerick, in our progress to

Broadford, the villas of *Springfield* and *Ballybrittas* are passed, and at five, Glenomra wood.
About a mile from Broadford, we skirt the shore of Deo Lough, a remarkable feature in the otherwise bleak district, and pass through Drimmen wood; and at four miles, reach O Callaghan's Mills, a small village within four miles of Tulla.

No. 78.—DUBLIN TO KILLALOE AND SCARIFF.

FIRST ROAD, BY LIMERICK.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Scariff.
Dublin,	—	—	154½
Limerick, by Rail, as in No. 15, .	—	129	25½
O'Brien's-bridge, by Road, . .	9½	138½	16½
Killaloe,	5½	143½	11
Scariff,	11	154½	—

SECOND ROAD, BY TEMPLEMORE AND NENAGH.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Scariff.
Dublin,	—	—	124
Templemore, by Rail, as in No. 10, p. 76, .	—	79	45
Borrisoleigh, by Road,	6½	85½	38½
Nenagh,	14	99½	24½
Kilmaistulla,	10½	109½	14½
Killaloe,	3½	113	11
Scariff,	11	124	—

THIRD ROAD, BY ATHLONE AND THE SHANNON.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Killaloe.
Dublin,	—	—	135½
Athlone, by Rail, as in No. 16, .	—	78	57½
Seven Churches of Clonmacnoise, .	8	86	49½
Shannon Bridge,	5	91	44½
Shannon Harbour,	6½	97½	38½
Banagher,	2½	99½	36
Portumna Bridge,	12½	112½	23½
Williamstown, }	13½	124½	11
Dromineer, }			
Killaloe,	11	135½	—

By rail to Limerick is the quickest way of reaching Killaloe and Scariff—at least from Dublin and all the country lying to the south of Limerick.
From Limerick to O'Brien's-

bridge we may proceed either by the right or left bank of the Shannon; if by the former, we pass the fine rapids of the Shannon and the village of Castle-Connell, noticed in No. 15.

Killaloe, with all the intermediate places along the Shannon, between it and Athlone, are easily reached by steamers plying on alternate days in connexion with the early down trains. The distance by water is 61 miles.

The scenery and country along the Shannon from Athlone to Portumna is generally tame, flat, boggy, and uninteresting. From Portumna to Killaloe, where its waters spread out into Lough Derg, the shores are in many places beautiful, and where the Slieve Bernagh mountains rise boldly from the shores of the lough, as at Killaloe and Scariff, the scenery is truly grand.

All the more interesting parts of the Shannon, from its source to the sea, are noticed in connexion with the various parts of the country adjacent thereto.

About a mile below Lough Derg, the finest enlargement of the Upper Shannon, where its broad waters again assume the river character, and foam over the rapids, stands the ancient and thriving little town of Killaloe. It is singularly and romantically situated in the narrow valley formed by the Slieve Bernagh and Arra mountains, whose summits rise respectively between 1,700 and 1,800 feet. These blending with other and more extended groups form the most remarkable assemblage in this part of the island. Killaloe has long been a diocesan site, and by the late episcopal arrangements, Clonfert has been united with this see. The cathedral is a plain, ancient, long, massive building, originally built in 1160; and near it are the ruins of the mausoleum of Brian Boroimhe, and of the time-honoured oratory of St. Molua. On the islets in the river are the ruins

of a very ancient small church; and in the vicinity of the town is the mound of Kincora, the site of Brian Boroimhe's castle. The long lines of cabins which mainly constitute this little town, are scattered along the higher slopes, and towards the new pier. A bridge of nineteen arches here crosses the Shannon, and connects the counties of Clare and Tipperary; and the small village on the opposite side of the bridge is called Ballina.

Killaloe is now the head quarters of the Inland Steam Navigation Company, who have fitted up a good inn, where conveyances can be hired; and have built new quays and extensive stores. From this point there is a regular steam communication for goods and passengers up the Shannon to Athlone; and downwards by packet boats to Limerick. Goods are also conveyed from Athlone up to Lough Allen; and passengers, during the summer months, cross Lough Ree by the steamers. The extensive slate quarries in the neighbourhood export many tons yearly. An extensive mill has been erected for sawing marble; and new level lines of road, connecting it with the county around, have latterly been formed. Killaloe was formerly an important military pass; and here, in 1691, Sarsfield intercepted the artillery of King William, which was coming up to aid in the siege of Limerick.

A little below the town, and on the Clare side of the river, is *Clarisford House*, the diocesan seat of the Bishops of Killaloe, and *Ballyvally*; and at five miles, on the shores of the lough, are *Tinarana House* and church.

Slieve Bernagh is the name under which the very imposing group of mountains lying around Killaloe is generally comprehended, their summits rising between 1,700 and 1,800 feet above the sea; and springing, as they do, boldly from the arm of the lough which runs up to Scariff,

they form the grand features of Lough Derg.

The beautiful line of road from Killaloe to Scariff, a distance of eleven miles, between the shores of Lough Derg and the base of Slieve Bernagh, and running around the point of Aghanish, while it shows how much the pleasures, comforts, and business of the country are promoted by the application of science and practical skill to road-making, displays some of the most interesting mountain and lake scenery in this district of the island. Indeed it will bear a comparison with any scenery we enjoy, except the finer parts of Kerry, Cork, Connemara, and Donegal. From any of the more elevated points of Slieve Bernagh, splendid views are obtained of Lough Derg, those parts of the counties of Galway and Tipperary which bound its shores, a considerable part of the counties of Limerick and Clare, and the broad waters of the Lower Shannon lying between them.

The small town of Scariff is situated on the river which bears its name, and which falls into Lough Derg at Scariff bay, about a mile below the town. Scariff contains a chapel and a union workhouse, and is surrounded by a very picturesque and interesting, though sadly neglected tract of country. Two miles west of the town is Lough O'Grady, a small sheet of water of about three quarters of a mile in diameter. It is supplied by the Cloghaun stream, which brings down the surplus waters from the chain of lakes between Scariff and O'Callaghan's Mills. The river Graney, the carrier of the overflowings of the larger Lough Graney, lying about five miles to the west, we have already noticed.

A mile from Scariff is the village of Tomgraney, in which there is a church, chapel, and the ruins of a castle.

The country immediately around

Scariff is, as we have remarked, naturally interesting, but blending as it does on the north with the Slieve Aughty mountains, it soon assumes a wild and moorland character, which it maintains, in that direction, to the pastoral plains of Galway.

Three and a-half miles from Scariff, near the shores of Lough Derg, and on the road to Portumna, is *Woodpark Lodge*, and near this, and about a quarter of a mile from the shore, is *Inishcaltra*, or Holy Island, containing an ancient round tower, the ruins of St Camin's church, some morsels of old walls called the remains of seven churches, and a well tenanted cemetery of undoubted antiquity. Its area is about thirty-two acres—the largest of the small islands which lie scattered along the shore between Scariff and Mount Shannon, and, like the still more celebrated island in Lough Derg, in the county of Donegal, is much frequented by pilgrims.

Meelick House is about three miles east from Mount Shannon, and near it is Williamstown harbour, where there is a small inn, at which anglers occasionally sojourn, and where boats convey passengers to and from the steamers. *Tintrim House* is four and a-half miles east from Mount Shannon, and also on the shores of the lough, and two miles from it, in the centre of the lough, is *Illaunmore*, the largest island on this fine sheet of water. Its area is about 160 acres, and it contains a burial ground and some abbey ruins.

About three miles from Killaloe, in the county of Tipperary, and beautifully situated on the shores of Lough Derg, is *Derry Castle*, the seat of Mr. Spaight; and at about three miles above Derry Castle, on the acclivities of the Arra mountains, are the slate quarries of the Royal Irish Mining Company, which have been long and successfully worked. Five miles from Killaloe, on the road leading to

Nenagh, is *Landstown House*, and adjacent to it, *Castle Lough House*. Beyond this, along the shores of Youghal bay, an inlet of Lough Derg, there are various villas.

The fine and highly diversified shores of the Shannon have naturally proved attractive; and several villas, participating in the beauties of the surrounding scenery, adorn its banks. Still, much remains to be done, and many are the inducements still held out to the further improvement and adornment of this picturesque part of the country.

The country from Templemore to Borrisoleigh, inclusive, we have briefly noticed in connexion with the former town, No. 10.

From Borrisoleigh to Nenagh, our road lies through a charmingly diversified, and, generally, very fertile country, passing at five and a-half miles, *Castle Otway*, the fine seat of Mr. Otway; and crossing at eight and a-half miles the road leading from Toomavara to Newport.

NENAGH

is the second town in the county of Tipperary, the capital of the north riding of that county, and the largest town between Dublin and Limerick. It contains a large court-house, gaol, and the municipal and other offices common to an assize town. To these we may add a church, chapel, meeting-houses for Independents and Methodists, the union workhouse, branches of the bank of Ireland, the Provincial and National, and two inns, where post-horses and carriages can be obtained.

Though a place of long standing, except the ruins of the castle, one of the earliest strongholds of the Butlers, few of its antiquities now remain. Being a military station, there is a large infantry barrack. The town is situated in the centre of a rich and interesting portion of the county of Tipperary, near to the Nenagh river, and within four miles of Lough Derg, one of the greatest enlargements of

the Shannon—Dromineer, one of the Steam Company's packet stations, being within five miles of the town, gives it much of the advantages of the Shannon navigation. A little to the north of Nenagh is *Richmond*; at four miles, *Ashley Park*; and below it, towards the Shannon, *Peterfield* and *Johnstown Park*. Immediately around the town, and along the shores of the lough, there are several handsome villas.

The road from Nenagh to Killaloe, by the village of Portroe, is about fourteen miles. It is hilly, and, therefore, not so much frequented as the road by Birdhill, given in our table. It, however, passes near to the Killaloe slate quarries, and from its more elevated points, and, better far, from the adjacent acclivities of the hills, exhibits extensive views of Lough Derg, and of the country lying around it.

Five miles south from Nenagh, on the road from Toomavara to Newport, which we noticed above, is the village of Silvermines, where the lead mines containing limited portions of the other and more valuable ore have been long worked, and over which Slieve Kimalta, or the Keeper Hill, lifts its huge domical head 2,278 feet. Near the village is *Kilboy House*, the fine seat of Lord Dunally; and various handsome seats are scattered throughout this naturally fertile, beautiful, and would that we could add, well cultivated portion of the county of Tipperary.

On clearing the suburbs of Nenagh, on our road to Killaloe, we pass, on the right, *Solsboro*; at three miles, also on the right, *Kilcoleman*. On the left, *Lisenhall*; near it, *Ballintoher*; and, a little farther, *Tulla*. Our road now runs along the side of the valley which is bounded on the right by the hills lying between the towns of Nenagh and Killaloe, on the left by those of the Silvermines; and watered by the Kilmastulla stream.

At ten miles is the hamlet and church of Kilmastulla; and a little beyond it, *Birdhill*. Under *Birdhill House*, which occupies a very elevated site, and near where the roads to Killaloe and Newport branch off, there is a public house, where cars can be hired.

The Arra mountains, which lie to the right of our road, contain the well-known slate quarries of Killaloe, noticed in connexion with that town. They rise boldly from the left shores of Lough Derg, to an elevation of 1,588 feet. Those on the left, which limit the wide, but sadly-neglected valley, are generally called the Silvermine moun-

tains, over which the Keeper mountain, already referred to, presides.

The country for the next five miles is remarkably flat, bleak, and contains large portions of bog. This character prevails on the right to the shores of the Shannon, and on the left to the base of the high grounds surrounding Newport-Tip. This bleakness in the foreground is, however, compensated in the distance by the soft and beautiful outlines of the Slieve Phelim mountains on the right, by the Arra mountains which we have just passed, and by the Slieve Bernagh mountains uniting with the country lying around Killaloe.

No. 79.—DUBLIN TO NEWPORT-TIP.

BY LIMERICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newport.
Dublin,	—	—	189½
Limerick, by Rail, as in No. 15,	—	129	10½
Castle Connell Cross Roads, by Road,	7½	186½	8½
Newport-Tip,	8½	189½	—

Newport-Tip, or Newport-Tipperary, so called to distinguish it from Newport in the county Mayo, is situated on the confines of the counties of Tipperary and Limerick, where the Slieve Phelim mountains blend with the plain lying along the estuary of the Shannon.

We select Newport as the principal place in this district; and a reference to the map will show that it may be reached from all the railway stations between Templemore and Limerick, as well as from Nenagh and various other places. In the present state of the roads and conveyances, however, we recommend the tourist to proceed by the rail to Limerick, and thence by car along the level line of road to New-

port, which, although the longest, is the easiest and quickest way of reaching that place.

Newport contains a small infantry barrack, the usual places of worship, and a small inn. It is watered by the Mulkear river, which carries down the contents of all the streamlets which flow down the Keeper and surrounding mountains to the Shannon.

The country is considerably improved immediately around the town, and in the vicinity are *Castle Waller*, *Dromore*, *Mount Philips*, and several other villas. Five miles from the town on the other road to Nenagh, by Shalee, is *Kimalla*, the lodge of Lord Bloomfield. This place is romantically situated near

the base of the Keeper hill, the highest in the range, whose verdant, domical summit, rising 2,278 feet, and commanding the entire district for many miles around, is easily attained.

The hamlet of Birdhill is four and a-half miles to the north-west of Newport. It is situated on the high road between Limerick and Nenagh, and about midway between Newport and Killaloe.

About four miles from Newport, on the road to Cappamore, is the village of Morroe, adjacent to which is *Glenstale*, the seat of Sir Mathew

Barrington, Bart., noticed with the environs of Limerick, No. 15.

The Anglesey roads, so called from their being made by the Government during the Marquess of Anglesey's vice-royalty, lead along the Thurles and other lines for thirty miles through the Slieve Phelim mountains; and though there is nothing so striking in the scenery as to attract the particular attention of the tourist, yet there is much in the vast tracts of remuneratively reclaimable uplands to interest the lovers of rural improvement.

No. 80.—DUBLIN TO FETHARD-TIP.

FIRST ROAD, BY KILKENNY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fethard.
Dublin,	—	—	106½
Kilkenny, by Rail, as in No. 12, .	—	81	25½
Callan, by Road,	10	91	15½
Mullinahone,	6½	97½	9½
Fethard,	9½	106½	—

SECOND ROAD, BY THURLES.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fethard.
Dublin,	—	—	105½
Thurles, by Rail, as in No 10, p. 76,	—	86½	18½
Littleton, by Road,	4½	91½	13½
Killenaule,	6½	97½	7½
Fethard,	7½	105½	—

THIRD ROAD, BY CLONMEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fethard.
Dublin,	—	—	142½
Clonmel, by Rail, as in No. 14, .	—	134½	8½
Fethard,	8½	142½	—

As in the case of Newport-Tip, the same affix is given to Fethard-Tip, to distinguish it from Fethard, in the county of Wexford; and, like Newport-Tip, from its central situation, may be approached from many

points. We have, in the table of distances, selected the two lines of road nearest to Dublin, at the stations at which roads branch off the respective lines of rail, and where conveyances can be readily obtained.

We have also given the road from Clonmel, by which, at an increase

of forty-seven miles of rail, as compared with the first line, eleven and a-half miles of road-travelling is saved. Cars ply regularly between Fethard and Clonmel, and conveyances can always be obtained at Kilkenny and Thurles for the remainder of the journey.

FIRST ROAD.

In our brief description of the country around Kilkenny, we have noticed the first portion of our present road—that is, as far as Desart. About two miles west from Desart, near the cross-road leading to Killenaule, is Ballykeefe wood, a part of the demesne of Desart, the seat of the Earl of Desart; where we omitted to notice, in our brief description of that place, No. 12, the only pond in this kingdom for the growth and propagation of the medicinal leech. Near *Desart* is *Ship-ton*, the residence of Mr. Lane, and at three miles, on the road leading to Urlingford, is the hamlet of Kilmanagh. The hamlet contains a small church, chapel, sessions-house, and a police barrack: and near it are the glebe-house, and *Pottlerath*, the residence of Mr. Waring. The above places are pleasantly situated in one of the fertile mountain valleys by which the Slieve Ardagh hills are diversified.

As we proceed to Callan, at about half a mile from *Farmley*, we reach the cross-roads of Ballymack, where another road branches off to Killenaule by Desart. About a mile to the left of the cross-roads is *Kilcorran*, the residence of Mr. Baker.

Three miles from the above cross-roads, the traveller reaches the small

TOWN OF CALLAN,

which is situated on the King's river, and surrounded by a flat tract of country, the soil of which is generally of a clayey and inferior quality. This place is of considerable antiquity, and is said to have been

the ancient inheritance of the O'Callans. It was a walled town, and the remains of some of the fortified castles still exist. During the insurrectionary wars, it appears to have been repeatedly in the possession of the Fitzgeralds and Butlers, and consequently was the scene of many a feudal fray.

In the abbey-field, picturesquely situated on the left bank of the King's river, are the interesting ruins of the Augustinian friary; and opposite to the friary are the small modern Augustinian convent and chapel. The modern parish church occupies a part of the ancient Augustinian abbey church, of which the remaining fragments are still sufficient to attest its former importance. The R. C. chapel is at the upper end of the town, and near it the union workhouse. These two buildings, from their size and elevated sites, are remarkable objects in the bleak and flat country which lies around them. The town contains a small barrack for infantry, several good retail shops, a modern court-house, and a small inn.

Adjoining the town is *Westcourt*, Mr. Stevenson; and at five miles west from the town, near the road leading to Killenaule, is *Harley Park*, Mr. Poe, and near it is *Scotsborough*.

At seven miles west from Callan, also, near the cross-road leading to Killenaule, are the village and church of Ballingarry, the scene of Mr. Smith O'Brien's insurrectionary movement in 1848; and near this village is the Slievemargy coal district, where a number of comparatively

small coal mines have been, for a considerable time, irregularly worked. They belong to various proprietors, several of whom work the mines, others being let to the Irish Mining Company. Some time ago the works were carried on in a very irregular and desultory manner; but latterly, under this company, the operations have been conducted under a more extensive and successful system. The coal is of the anthracite variety, the same as that of the Castlecomer district. The coal field, which is in the centre of the Slieve Ardagh hills, is about six miles in length and about one in breadth. Three miles south-east from Callan, on the cross-road leading to Kilmagany, are *Wellington* and *Ballytobin*. In the latter demesne are one or two of the largest ash and sycamore trees in this part of the country.

On the road to Clonmel, at four miles from Callan, is *Garryricken*, the residence of the Dowager Marchioness of Ormonde.

The country between Callan and Mullinahone is of the same nature as that which generally prevails around the former town.

Mullinahone is situated at the termination of the hills which sweep around in a southerly direction from the higher summits of Slieve Ardagh, and dip into the plain which lies along the northern base of Slievenaman.

The little town of Mullinahone contains a church, R. C. chapel, and the remains of an ancient monastery. Adjoining the town is *Killaghy Castle*, long the residence of the Despard family. *Killaghy* was the residence of Baron Tobin; it was taken by Cromwell and granted to Colonel Greene, from whom it descended to the Despards. The soil around the town is generally rich, but intermixed with considerable tracts of marsh and peat. From the hills to the north of Mullinahone, good views of the surrounding country are obtained.

As we proceed to Fethard, *Gwrteen* is passed, and from our road fine views are obtained of the northern acclivities of the lofty Slievenaman, the base of which is within a mile of our road.

Fethard-Tip is finely situated in the rich tract of country which lies around the western base of Slievenaman. It is refreshed by the Clashaluin stream, which falls into the Anner about three and a half miles below the town—the Anner being the river which carries down all the waters of the district to the Suir.

Fethard is of considerable antiquity, as appears from the Augustinian monastery, founded here at a very early period, and from the grant made to the corporation by Edward III. to enclose the town. Of the fortifications there still remain some of the walls, and three of the gateway towers. The church is the remaining nave of an ancient structure, of which the chancel is in ruins. It is in the Gothic style, with a tower, and an east and west window of elegant design. It is 100 feet in length, by 50 feet in breadth. There are also two R. C. chapels, and a meeting-house for Presbyterians; one of the chapels being attached to the old Augustinian friary. The old mansion of the Everards, formerly the proprietors of the town, has been converted into the infantry barrack.

In 1650 the town was besieged by Cromwell, to whom, after a short resistance, it capitulated on honourable terms: the original articles are still extant, and in the possession of Mr. Barton, of *Grove*, whose beautiful seat adjoins the town.

At the inn, cars and post-chaises can always be obtained.

The rich and beautiful country around Fethard seems to have been very attractive in ancient as well as in modern times, as the various castle ruins around, and the numerous seats, the more remarkable of which we shall notice, abundantly testify.

From Fethard and the country around, the neighbouring and comparatively fertile mountain of Slievenaman is a grand object; its sides are here more precipitous than on the south and east, and the rich plain from which it springs, by its lonely character, serves to augment the general effect. This mountain, however, is seen in its best points of view from the demesnes of *Grove* and *Kiltinan*, with the plantations of these places in the foreground.

Close to the town, and towards the base of Slievenaman, is *Grove*, the fine seat of Mr. Barton, and near it, *Kiltinan Castle*, the picturesque residence of Mr. Cooke. The castle, a venerable old structure, is finely situated on a precipitous rock, rising over the valley which is watered by the Clashaluin river, and commands extensive views of Slievenaman, and country around. The

fertile slopes of the lofty Slievenaman, rising from the grounds attached to these seats, augment, in a high degree, the scenery around. Two miles from Fethard, on the road leading to Clonmel, is *Lakefield*, the seat of Mr. Pennefather, and on the road leading to Cashel, at two miles on the right, is *Rocklow*, Mr. Friend, and near it *Ardsallagh*, Mr. Gough. On the left of the road, opposite to these places, is *Derry-lusken*, the seat of Colonel Palliser; and west of it is *Tullamaine*, Mr. Meagher. *Annagift*, Mr. Gough, lies to the right of the Cashel road, and three miles from Fethard; and at five miles, on the left, the ruins of Kilconnell Castle, standing on an eminence, form a very conspicuous feature in the flat and fertile surrounding country. On the road leading to Killenaule is *Mobarnane*; and *Ballinare* is near the Callan road.

SECOND ROAD.

On leaving Thurles, we soon reach the hamlet of Littleton, where the road to the poor village of New-Birmingham and the Slieve Ardagh collieries branches off. Around Littleton the country is considerably improved, and adorned with the plantations of several villas; and at two miles westward are the conspicuous ruins of Moycarkey castle.

The verdant hill of Killough, which rises 733 feet above the sea-level, and forms a very remarkable feature for many miles around, lies about four miles to the south of Littleton. It is easy of ascent, and, from its isolation and position, commands a goodly prospect, embracing one of the richest tracts of land in Ireland, and of nearly all the mountain ranges in this part of the island.

Four and a-half miles to the east of Littleton is the village of New-Birmingham, near which is *Lanespark*, *Ballinanty*, and *Ballyphilip*; the latter two, the residences of the

Messrs. Going, are within two miles of the village; and at three miles, in the centre of the Slieve Ardagh hills, near to the Collieries, is *Coalbrook*, the residence of Mr. Langley.

The Slieve Ardagh hills, though not attaining to a greater elevation than 700 feet, are remarkable features in the great fertile plain which lies around Thurles. And from Eagle hill, their summit level, about two miles south-east of Killenaule, an extensive view of the surrounding district is obtained.

From the road from Kilkenny to Cashel, *via* Tullaroan and New-Birmingham, which crosses, and for the greater part of the way runs along the base of the Slieve Ardagh hills, a good view of the fertile and picturesque tract of country lying along the base of these hills is obtained; as also of the numerous ruined castles and churches which at no very remote period flourished here. Now there is scarcely a

country seat excepting Kilcooley, noticed in No. 45, and those to which we have here referred.

The small town of Killenaule is romantically situated among the picturesque and fertile hills which terminate on the west the elevated ridge of Slieve Ardagh. Killenaule contains the usual places of worship, and several shops for the supply of the hilly district lying around. Slieve Ardagh, which contains the

coal mines of that name, and to which we have alluded in the preceding road, is generally arable and well inhabited, and its northern slopes contain a considerable extent of both beautiful and fertile lands.

About two miles from Killenaule we leave the sandstone ridge of Slieve Ardagh, and again emerge on the great limestone plain which spreads around the ancient town of Fethard.

THIRD ROAD,

We may remark, that conveyances of all sorts can be readily obtained at Clonmel; that the few intervening miles between Clonmel and Fethard are soon passed over, and that the elevated lands which

are crossed afford a view of Clonmel, of the rich valley in which it is situated, and of the picturesque mountains which lie around it. See our brief notice of Clonmel and its environs, in No. 13.

No. 81.—DUBLIN TO CLONMEL.

BY KILKENNY AND CALLAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clonmel.
Dublin,	—	—	111½
Callan, as in No. 80,	—	91	20½
Nine-mile-house,	7	98	13½
Glenbower,	4½	102½	9½
Clonmel,	9½	111½	—

The only public conveyance between Kilkenny and Clonmel, on this road, is one of Bianconi's cars, but carriages of every description can be hired at either of the above places.

Four miles beyond Callan we pass *Garryricken*, the residence of the Dowager Marchioness of Ormonde, and soon reach the hamlet and church of Killamery. About two miles from the church, on the cross-road leading to Kilmaganny, is the hamlet of Windgap.

A mile beyond Killamery, we leave the county of Kilkenny, and enter that of Tipperary; and here we commence the ascent of the hills lying between the central plain of

Kilkenny and the valley of the Suir. The range of sandstone and clay slate hills which, with some slight intermission, reaches from the Barrow at Gore's-bridge to the base of Slievenaman, is here crossed, and before this is effected, and the rich valley of the Suir reached, our road runs through a considerable extent of table land and two small glens—Glenamery and Glenbower; the side of the former we run along in ascending the table-land, and we run through the latter in descending to the valley of the Suir.

Keeping along the eastern acclivities of Glenamery—which, as a glen, is imperfectly defined, being merely a circular dell—at two miles

from Glenamery we reach the hamlet of Nine-mile-house. In ascending the hill from Killamery to Nine-mile-house, a view is obtained of that extensive plain lying around the city of Kilkenny, through the centre of which we have just passed; but the traveller interested in this district will obtain a more correct knowledge of its topography from the heights adjoining the road.

On passing the hamlet of Nine-mile-house, the traveller runs through an extensive tract of table-land lying along the eastern slopes of Slievenaman. This highly-improvable tract is in a sad state of neglect, being saturated with the water of the higher lands, and in every other respect wretchedly cultivated.

Glenbower, which we soon reach, is about two miles in length, and the acclivities along the base of Slievenaman are lofty and precipitous. Passing the branch-road leading to Carrick-on-Suir, we soon clear the glen, and obtain a magnificent view of the valley of the Suir, and of the mountains lying to the south of it. Winding along the southern slope of Slievenaman, the village and castle ruins of Kilcash are passed on the right. The latter was one of the numerous castles belonging to the Butlers, and is still in the possession of the noble house of Ormonde. The keep of the castle, from its elevated site, is still a conspicuous object on the cultivated acclivities of Slievenaman.

We may here observe, that Slievenaman, which rises 2,364 feet above the sea-level, is easy of ascent from this side, and from its great elevation and isolation, commands extensive prospects of all around. It is a delightful mountain to traverse in summer, from its generally smooth and verdant surface.

The valley of the Suir is one of the richest tracts we can boast of, and the scenery connected with it is certainly among the most beautiful.

It is not, however, the river banks that constitute its beauties, as they do of the Ovoca, the Barrow, the Nore, and the Blackwater; it is the rich and proudly-spreading valley through which the ample river flows, and the hills and mountains which limit it.

The valley of the Suir may be said to extend from Cheekpoint, which is about five miles below Waterford, to a few miles above Caher, a distance, following the windings of the river, of sixty miles. From a little above Waterford to the vicinity of Clonmel the river banks, strictly speaking, are, with some few exceptions, tame and uninteresting. The estuary extends to Carrick, and from that town to Clonmel the river is navigable for barges, though in an imperfect way, and, consequently, this portion of the river, having but little fall, wants all that life and motion that constitute the charms of running waters.

The most interesting part of the valley, in connexion with this portion of our road, is from Carrick to Ardfinnan. At the former place the boundaries of the valley begin to assume a higher, bolder, and more diversified character; and along many parts of this division of the valley the natural features of the hills have been heightened by the preserved copsewoods and the extensive plantations which have been reared along their acclivities. From Carrick to Clonmel, on the right or county of Waterford side of the river, there is an almost continuous chain of wood along the mountain sides, and above Clonmel the river banks are clothed on either hand for a considerable distance. Of the woods between Carrick and Clonmel, those of *Gurteen*, the seat of Mr. Power, are the most extensive, and, at the same time, the most remarkable.

On reaching the valley of the Suir, at three miles from Clonmel, we

pass *Newtown Anner*, the seat of Mr. Osborne; and crossing the river *Anner*, a little before it meets the *Suir*, and passing the extensive flour mills

of *Newtown*, which are driven by its waters, at two miles we reach *Clonmel*.

No. 82.—DUBLIN TO FRESHFORD.

BY KILKENNY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Freshford.
Dublin,	—	—	90½
Kilkenny, by Rail, as in No. 12, .	—	81	9½
Freshford, by Road,	9½	90½	—

A mail car, carrying passengers, as also one of *Bianconi's* cars, run from *Kilkenny* to *Freshford*; and vehicles of every kind can always be obtained at *Kilkenny*, and a car can also be hired at *Freshford*.

For description of the city of *Kilkenny*, and the country lying immediately around it, see No. 12.

The road to *Freshford* from the city keeps for five miles along the right bank of the *Nore*, and, for so far, commands intermitted views of that beautiful river and the fine valley through which it flows. At five miles we pass *Three Castles House*, the residence of Mr. Ball. Of these three very small castles from which this place is named, two have been partially restored, and the other is still in ruins. /

The small town of *Freshford* is pleasantly situated in the valley lying between the *Slieve Ardagh* and *Culla* hills. The principal part of the town is built in the form of a square around the *Fair Green*. It contains a small church, with an ancient Norman porch, and a large R.C. chapel.

The beautifully-situated demesne of *Uppercourt* adjoins the town, and its plantations cover the finely varied high grounds lying around.

Wellbrook, the residence of the

rector of *Freshford*, the *Rev. L. Fowler*, is also beautifully situated about a mile above the town; and at three miles below *Freshford*, near the demesne of *Three Castles*, and on the road leading to *Kilkenny*, are the woods and lodge of *Lord Frankford de Montmorency*.

About a mile north from *Freshford* is *Lodge Park*, and at two miles west of the town is *Kilrush*. There are the remains of several old castles in the interesting country around *Freshford*, particularly in the valley lying between it and *Johnstown*.

Among the ruins around *Freshford*, we may notice *Clone Castle*, built by *Sir Toby Caulfield*, ancestor of the *Earl of Charlemont*: it is about two miles north of the town, and near to the houses of *Brookville* and *Beech hill*. At three miles from *Freshford*, on the road thence to *Castlecomer*, is *Foulksrath Castle*, the residence of Mr. Wright. The keep of this old castle has been characteristically and comfortably restored by its present possessor.

From the hills above *Freshford*, good views are obtained of the valley of the *Nore*, of the course of the river, and generally of the surrounding country.

No. 83.—DUBLIN TO CASTLECOMER.

BY ATHY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Castlecomer.
Dublin,	—	—	61½
Athy, by Rail, as in No. 12,	—	44½	16½
Ballylynan, by Road,	4	48½	12½
Doonane Bridge,	8	52½	8½
Castlecomer,	4½	61½	—

A public car runs from Athy to Castlecomer, and cars can be hired at Athy.

Athy, and the country immediately around it, we have briefly noticed in No. 12.

About a mile and a half from Athy we enter the Queen's County, and at four miles reach the village of Ballylynan. Adjoining the village, on the right, is *Rahin*, and beyond it are the ruins of Ballyadams castle and church, and *Southfield House*: also *Inch House*, and the ruins of Milltown castle.

Two miles from Ballylynan, *Gracefield* is passed. This seat, the residence of Mrs. Kavanagh, is beautifully situated on the rising grounds to the right.

At *Gracefield* a road branches off, and keeps along the base of the eastern slopes of the Slieve Margy hills to the town of Carlow. This road runs through a very beautiful and well cultivated tract of country, adorned with small seats, and commands, from its elevation, fine views of the valley of the Barrow. It passes, at a mile and a-half from *Gracefield*, *Maiden Head House*: and at three miles, the village of Arless, close to which is *Ashfield*.

At six miles from Athy, the traveller leaves the limestone formation through which, with some slight exceptions, he has travelled from Dublin, and enters that of the sandstone, which contains the principal

anthracite coal-basin in this part of the kingdom.

A mile from the road leading to *Gracefield*, the Douglas rivulet, one of the Barrow's tributaries, is crossed; and, at two miles, the first coal-workings in this direction are reached. All the coal of this district, which is popularly comprehended under that of Castlecomer, is of that very distinct variety called by mineralogists anthracite. It is found at no great depth from the surface, on the estates of various individuals; and the workings, which are scattered over a tract of about eight miles in length, appear to have been carried on in a very primitive, irregular, and desultory manner.

The general outline of the coal-field, and country immediately connected with it, is basin-shaped. The valley is considerably elevated, and the hills which limit it attain in several places to an elevation of 1,000 feet above the sea. On the north and east these hills, sweeping around the valley of the Barrow, form the striking features to which we have adverted in our notices of Carlow and Old Leighlin, and on the west they blend with the hills of the Queen's County, already noticed.

The sides of the hills are cultivated, and the higher summits are generally bleak moorland. The valley is watered by the Dinin, the carrier of all the upland streams of

the district to the Nore; and the soil, which is generally inferior, is held in small divisions by the numerous peasantry, who, induced by the mining operations, have, from time to time, located here.

On reaching the summit-level of the road, the general aspect of the district is cold and dreary, at least as compared with the country just travelled through.

The contrast, and, we may add, as regards Ireland, the novelty of the scene, is heightened by the numerous rude engines at work, the heaps of waste coal which are strewn around, the numberless abandoned pits, the sterile subsoil and subterranean refuse which are strewn over the surface, and the numerous black huts of the miners, which are scattered over the cheerless, half-cultivated plain.

Three and a-half miles from Wandesforde-bridge, where we crossed the Douglas stream, the cross-road leading to Leighlin-bridge is passed; and at five miles we cross the Dinin river, and enter the county of Kilkenny. A little above the latter, on the road to Carlow, is *Garrendenny*, and near it *Towlertown*.

Travelling among the numerous coal pits—old and new, a few working and many more abandoned—we pass, on the right, Gazebo Hill, which is 525 feet in height, and near it the church and the R.C. chapel, both of which take their name from the hill. At four miles from the county bounds we reach

CASTLECOMER.

One is forcibly struck with the external appearance of this regularly-built little town, and with the extensive plantations around it, all which contrast so strongly with the bleak and sterile country we have just travelled through.

The town, which contains a commodious church, R. C. chapel, a small Wesleyan meeting-house, va-

rious schools, court-house, and small infantry barracks, is watered by the Dinin, and adorned by the plantations of the adjoining demesne. The latter is the seat of the Hon. C.H.B.S. Wandesforde, the proprietor of the town and of a great extent of the surrounding country. The mansion adjoins the town, and the plantations of the demesne lie around it.

At the inn, which is commodious, post-horses can be hired. At the weekly markets a good deal of agricultural produce is disposed of. There are several retail shops for the supply of the district, in which, however, but little business is done.

The country around Castlecomer is very hilly, and the surface very varied; it is, however, everywhere tilled, except on the summits of the higher elevations.

On leaving the town for Kilkenny, we enjoy the companionship of the Dinin river for the next six miles, which, having been augmented by the mountain rivulets at Castlecomer, is now a fine stream. It carries its clear waters, through a rich and beautiful valley, to the Nore, and along which valley the traveller also pursues his way. At Dysart-bridge, two miles from Castlecomer, the Dinin receives a further increase to its volume from the Dysart river, which flows through a picturesque glen connected with the hills to the left of our road.

From this to Kilkenny, the surface of the country is highly varied, fertile, and beautiful. On crossing Dysart-bridge, at the confluence of the above river, we leave to the right *Webbsborough*, and at six miles from Castlecomer reach *Jenkinsontown*, the fine seat of Mr. Bryan. The demesne, which lies wholly to the right of the road, is beautifully situated, and watered by the Dinin, which falls into the Nore about a mile beyond it. *Jenkinsontown*, from its situation and its fine woods, is a

remarkable feature in the country around.

About a mile and a-half from the road leading to *Jenkinstown*, *Dunmore Park* is reached, which, with the remainder of the road, and country adjacent, we have noticed in No. 12, in connexion with the neighbourhood of Kilkenny. Six miles from Castlecomer, on the road to Durrow, is Ballyragget. This small town, which is pleasantly situated on the left bank of the Nore, derives its origin from the castle built here

by the Butlers, in the fifteenth century, and was the favourite residence of Margaret, the celebrated Countess of Ormonde. The castle ruins are in the grounds of *Ballyragget Lodge*.

A little below Ballyragget, on the road to Durrow, is *Ballyconra*, the seat of the Hon. Mr. Butler; and adjoining that demesne are the extensive flour mills of Mr. Mosse. A little to the north of the demesne of *Ballyconra* are *Seskin House* and the ruins of Mount-Garret Castle.

No. 84.—DUBLIN TO ABBEYLEIX AND DURROW.

FIRST ROAD, BY MARYBOROUGH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Abbeyleix.
Dublin,	—	—	65½
Maryborough, by Rail, as in No. 10, p. 76,	—	50½	14½
Abbeyleix, by Road,	8½	59½	5½
Durrow,	5½	65½	—

SECOND ROAD, BY ATHY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Abbeyleix.
Dublin,	—	—	70½
Athy, by Rail, as in No. 12,	—	44½	25½
Stradbally, by Road,	7½	52½	17½
Ballyroan,	8½	61½	9
Abbeyleix,	8½	64½	5½
Durrow,	5½	70½	—

FIRST ROAD.

Stage cars run along these roads, and cars can be hired at all the extreme and intermediate stations, except Ballyroan.

Maryborough and its environs we have noticed under No. 10, page 76, and the country between it and Stradbally is generally uninteresting.

Abbeyleix adjoins the seat of the noble proprietor, the Viscount de Vesci, and from the improvements which his lordship has made, may be considered one of the most interesting of our small towns. The church and school are handsome buildings, and the neat cottages scattered along the line of

road leading to the mansion-house have a pleasing effect. The demesne is flat; but the flatness is compensated by the beautiful river Nore, which flows through the grounds, and the fine oak woods and other extensive plantations which adorn the park. The house is a commodious modern structure, more remarkable for its internal comfort and hospitality than its architectural features. And here we may remark, that the care and liberality of a resident landlord is seen and felt by all around. The tomb of Malachy O'More is in the demesne, near the site of the old abbey.

Connected with *Abbeyleix demesne* is *Knapton*, the seat of Mr. Vesey; and a little above *Knapton*, and near the banks of the Nore, are the villas of *Farmley*, *Fruitlawn*, and *Noreville*. *Bellevue* is about a mile from the village; and the houses of *Springmount*, *Shanahoe*, *Scotchrath*, and *Annegrove Abbey* are about four miles above it. The above places lie between the Nore and the small river Gully, one of its tributaries.

East of *Abbeyleix* are the villas of *Oldworth*, *Woodville*, and *Thornberry*; and at three and a-half miles on the road leading to *Ballyragget*, is the small town of

BALLINAKILL,

adjoining which is the beautiful demesne of *Haywood*, the seat of Mr. Trench.

Ballinakill was incorporated by James I., and invested with considerable privileges. There are still some remains of the castle which was founded here by Sir T. Ridgeway. The manufacture of woollen cloths, which was formerly carried on to a considerable extent, still exists, though on a very limited scale. The town contains a handsome church, with a large R. C. chapel.

Haywood adjoins the town, and occupies a considerable portion of

the very beautiful grounds which lie around it. In forming this demesne, due advantage has been taken of the natural features of the ground. These features are the lovely little verdant hills, knolls, and valleys which kind nature has liberally scattered around. The mansion is a small building, and possesses no architectural feature; but to every lover of rural ornament, the demesne presents many attractions.

This beautifully varied country extends for some distance around *Ballinakill*, and unites with the hills which lie to the west, and separate the valley of the Nore from the *Castlecomer* coal-basin. These hills here attain to a considerable elevation—*Knockardagur*, which is only two miles east from *Ballinakill*, being 1,001 feet. The valley between *Haywood* and the above hill is watered by the *Owenbeg* rivulet.

To the west of *Abbeyleix*, the country connecting with the above hills rises into considerable elevations. On the north-east it is generally flat; the arable lands, which are of good quality, alternately with large tracts of peat. On the north it stretches in one vast plain, to the base of the *Slieve Bloom* mountains. And on the west, the plain is equally extensive, stretching to the ranges known as the *Devil's Bit* and *Slieve Phelim* mountains.

Along the road to *Durrow*, for the next six miles, the country has a richly wooded appearance. At three miles from *Abbeyleix*, it crosses the Nore, near the demesne of *Water Castle*; and at four, on the left, and on the banks of the Nore, is *Dunmore*, the finely wooded and delightfully situated residence of Mr. Staples; and *Moyné*, the well-planted demesne of Mr. Stubber. The above handsome seats are watered by the Gully, which falls into the Nore at *Dunmore*.

Castle Durrow is pleasantly situated on the small river *Erkina*,

which falls into the Nore, about half a mile below the town. It consists of a small square and several streets, some of which are tolerably well built and slated. It contains a large church, and a handsome and commodious R. C. chapel. It was formerly considered part of the county of Kilkenny, but by the Ordnance Survey, it is now wholly in the Queen's County. There is a very comfortable inn, the Ashbrook Arms, where good post-horses can always be obtained. The inn was built and furnished by Lord Ashbrook, the proprietor of Durrow, whose seat, *Castle Durrow*, adjoins the town. The mansion is a large, old-fashioned baronial house; the demesne, which is watered by the Erkina, is extensively planted, and from the garden-front enjoys fine views of the Culla Hills and the intervening woods of the park.

Culla Hill attains to an elevation of 914 feet, and forms the northern boundary to the valley running from *Ballyragget* to *Freshford*.

About one mile below the town,

on the confluence of the Erkina and the Nore, is *Castlewood House*; at two miles, *Grenan*; and a little below it, the church and handsome glebe-house of *Attanagh*.

Leaving *Durrow*, for Johnstown, we pass on the left the wood of *Capponellan*, part of the demesne of *Durrow*, and at two miles from *Castle Durrow* pass *Edmondsbury*, and at three and a-half reach the hamlet of Culla-hill, near which is the ruined castle of the Fitzpatricks, formerly princes of Ossory. The church of Aghnacart is about a mile to the west of Culla-hill village; and near it are *Bellemount House*, and the ruins of an ancient castle and priory. Near *Bellemount*, are *Phillipsborough* and *Oldtown*.

About one and a-half miles from Culla-hill the road enters the county of Kilkenny; at two and a-half miles we pass *Gleashare Castle*, to the right of which are the church ruins and round tower of *Fertagh*; and at five miles from Culla-hill, Johnstown is reached.

SECOND ROAD.

Crossing the Barrow on leaving Athy, and the Grand Canal a little beyond it, at three miles we pass *Castle-Mitchel House*, and *Gambol Hall*, and at five miles enter the Queen's County, where we reach *Ballykilcavin*, the fine demesne of the Rev. Sir H. J. Walsh, Bart., through which our road runs for the next two miles. The mansion is a plain old building; but the extent and variety of the grounds, the disposition of the plantations, and the improved state of the surface, render this one of the most interesting demesnes in this district. Adjoining is *Brockley Park*, the residence of Mr. Ferrar; and beyond it, *Stradbally Hall*, the seat of Mr. Cosby. In the arrangements of

this house, the style of entrance peculiar to the old English hall has been maintained. The grounds are extensive, as the numerous plantations covering the surrounding heights denote. The above three fine seats, *Ballykilcavin*, *Brockley Park*, and *Stradbally Hall*, unite, and together form the best piece of mingled park and forest scenery to be met with in this route. The character of these places, and the style of the various public roads running through them, remind one of many parts of England. The village of *Stradbally* is close to *Stradbally Hall*, and surrounded by the trees of the demesne. It is more remarkable from its pleasing site and capability of improvement, than for the

business carried on, or its clean, comfortable dwellings. There are, however, several respectable houses, a neat sessions-house, a venerable church, and a very neat rectory. A small stream, one of the numerous feeders of the Barrow, runs through the town, and waters the demesnes already noted. About three miles to the left of Stradbally is *Kellyville*, the handsome seat of Mr. Kelly; and, at about the same distance to the right, on the cross-road leading to Monasterevan, is the demesne of *Vickarstown*.

Four and a-half miles south from Stradbally, romantically situated among the acclivities of the Slieve Lough hills, is the small village of Timahoe, which takes its name from a monastery founded here at a very remote period, near the site of which is one of the ancient round towers. A castle was erected here in the reign of Elizabeth, by the Cosby family, the ruins of which form a picturesque object.

The country through which our road for the next seventeen miles lies, is bounded on the south by the ranges of hills which, under the names of Slieve Lough, Cullenagh,

and Red-hills, form the northern boundaries of the Castlecomer coal district, and also limit the valley through which we are travelling; their summits attaining to about 1,000 feet.

The lower, detached, and verdant hills on the north, which rise about 720 feet, serving to break and diversify the uninteresting country lying to the left of our road, are called the Rocky hills.

Proceeding to Abbeylax from Stradbally, at three miles from the latter, we pass on the right *Lamberton*, the seat of the Hon. Mr. Justice Moore, and on the left, *Cremorgan*, the seat of Mr. Moore, and at eight miles reach the small village of Ballyroan.

Ballyroan contains a small church, R. C. chapel, and school endowed by the late Alderman Preston. It is situated at the base of the hill of *Cullenagh*, to which we have referred. Adjoining the village is *Rockbrook*, and at one and a-half miles to the south is *Blandsfort*. At two miles from Ballyroan we pass *Rathmoyle House*, the residence of Mr. Butler, near which is Abbeylax.

No. 85.—DUBLIN TO JOHNSTOWN.

BY ROSCREA AND BORRIS STATION.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Johnstown.
Dublin,	—	—	79½
Roscrea and Borris, by Rail, as in No. 10, p. 76,	—	67½	12½
Rathdowney, by Road,	4½	71½	8
Johnstown,	8	76½	—

At the Roscrea and Borris station cars can generally be obtained, and at the small town of Rathdowney, which is four miles from the station, cars can also be hired. The town contains a church, R. C. chapel, and Methodist meeting-house, and a small inn, where cars can be hired. The hamlet, church, and glebe of

Donoughmore are about a mile north of the town. The country around Rathdowney is generally flat, and the arable lands are in many places intermixed with considerable tracts of peat-moss. Ledwich, the antiquarian, was for some time curate of Rathdowney.

Two miles from Rathdowney, on

the road to Abbeyleix, is *Middlemount House*, and at three, *Grants-town Manor*, the seat of the Right Hon. J. Fitzpatrick. At two miles, on the road to Durrow, is *Knockfinn House*.

On the road to Johnstown we pass *Levally* and *Harristown*, and proceed through a tract of country varied by arable, pastoral, and boggy lands.

JOHNSTOWN,

which, from a little attention paid by the proprietor, Mr. Hely, to the allinement of the houses, affords an agreeable contrast to the irregularity and want of plan so common in the generality of our small towns.

Johnstown contains a church. R. C. chapel, and a small inn, where cars can be hired.

On the high pastoral grounds, two miles to the east of the village, is the chalybeate spa of Ballyspellan, celebrated, at least in the surrounding districts, for its medicinal virtues; and, if not fashionably, is pretty numerously attended in the season by the visitors who lodge at Johnstown.

The country, east of Johnstown, is agreeably varied by the Culla Hills, which, near Ballyspellan spa, attain to an elevation of 1,156 feet, as also by the hills which reach from Freshford to Killenaule, and form the southern limit to the rich pastoral valley running from Ballyragget to Urlingford; but on the west and south of Johnstown, it is flat, naked, and dreary—large and deep tracts of bog alternating with the rich arable land.

Near Johnstown is *Foulks-court*, the seat of Mr. Hely, *Marymount*, and the villas of *Ellenville* and *Melrose*. Between two and three miles from Johnstown, on the hilly road leading to Tullaroan, are the demesnes of *Balieff* and *Woodsgift*; and about a mile to the east of the latter, are the ruins of Tubrid Castle. We may here remark, that there are in the valley

extending from Johnstown to Freshford, several very picturesque castle ruins, as well as along the valley of the Nore.

One mile from Johnstown, on the road to Thurles, is *Borrismore House*, at two miles, the village of Urlingford, and four and a-half, on the road to Fethard, is *Kilcooley Abbey*, the fine seat of Mr. Barker. The demesne is extensive and well planted, and is situated at the northern base of the Slieve Ardagh hills, which extend from Killenaule to Freshford, containing the Kilkenny southern coal district, and at the same time, separating the plain of Kilkenny from the valley of Freshford. In the demesne are the very interesting ruins of an abbey, founded for Cistercian monks, by Donagh Corbragh O'Brien, king of Limerick, about 1,200. They have been enclosed by Mr. Barker, carefully preserved, and judiciously planted around. The mansion of *Kilcooley* was accidentally burned about ten years ago, but has been lately rebuilt. *Kilcooley* is well marked out in the surrounding district, by the pillar erected on the summit of the hill, limiting the demesne on the east, to commemorate the battle of Waterloo.

The country, for twelve miles beyond Urlingford, on the road to Cashel, is remarkably flat, and vast tracts of bog alternate with the rich arable lands. The gentlemen's seats are few, small, and so scattered, as to appear mere specs in the vast plain; the nakedness, however, is a little relieved by the ruins of the old castles, which are in this district more than usually numerous. At five miles from Urlingford, on the left, are the ruins of Leagh church, remarkable for their antiquity; and a little farther to the right, on the cross-road leading to Thurles, are the ruins of Burris castle. At seven miles from Urlingford, *Ballydavit*, is passed, near which is the hamlet of Littleton, noticed in No. 80.

No. 86.—DUBLIN TO PARSONSTOWN.

FIRST ROAD, BY PORTARLINGTON AND KINNITTY, WITH EXTENSION FROM PARSONSTOWN TO BORRISOKANE.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Parsons- town.
Dublin,	—	—	75½
Portarlinton, by Rail, as in No. 10, p. 76,	—	41½	34
Mountmelick, by Road,	7½	48½	26½
Clonaslee,	9	57½	17½
Kinnitty,	9½	67½	8½
Parsonstown,	8½	75½	—
Extension from Parsonstown to Borrisokane,			14 miles.

SECOND ROAD, BY ROSCREA AND BORRIS STATION.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Parsons- town.
Dublin,	—	—	89½
Roscrea and Borris Station, as in No. 10, p. 76,	—	67½	22½
Borris-in-Ossory, by Road, . . .	3	70½	19½
Roscrea,	7½	77½	12½
Parsonstown,	12½	89½	—

THIRD ROAD, BY MOATE AND CLOGHAN.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Parsons- town.
Dublin,	—	—	93½
Cloghan, as in No. 87,	—	83½	10
Parsonstown,	10	93½	—

FIRST ROAD.

By the first road cars run from the railway station to Mountmelick, where conveyances can be hired; and by the second and third roads there are coaches running from the railway stations in connexion with the trains.

Portarlinton, and the country lying immediately around it, we have noticed in No. 10, p. 81.

MOUNTMELICK

is just the reverse of Portarlinton, being a stirring business town. A

branch of the Grand Canal from Monasterevan, which passes close to Portarlinton, extends to it, and along this branch a considerable quantity of goods and country produce are carried. A settlement of Quakers has long existed here, who carry on cotton spinning and various branches of trade, maintain a large school for the education of poor children, and promote, by example and precept, industry and moral improvement. Here a manufactory has been lately established

for the preparation of sugar from beet-root. With the addition of a small Presbyterian meeting-house, it contains the places of worship common to our southern country towns, a court-house, a branch of the Bank of Ireland, a union work-house, &c., &c.

Except to the west, the country around is flat, low, and intermixed with large tracts of bog. The Owenass stream runs through the town, and, together with several other minor streamlets, falls into the Barrow a little below it. The latter, which takes its rise in the Slievebloom mountains a little to the west, is here a very small river. *Summer Grove*, the seat of Mr. Sabatier, is passed at two miles from the town; and two miles west from it is *Cappard*, which we noticed in connexion with Maryborough in No. 10.

Four miles from Mountmelick we reach the village of

ROSENALLIS,

which possesses a church, and the foundations of an ancient round tower; and in the Slievebloom mountains, which lie a little to the south of the village, an excellent free-stone for building is obtained. It is easily worked, hardens on exposure to the air, and is in some demand for hearth-stones and chimney-pieces. Two miles south of the town, on the road leading to Mount-rath, is *Cappard*, the seat of Mr. Pigott.

At three miles from Rosenallis we cross two streams issuing from the above mountains, which, uniting about a quarter of a mile below the road, form the infant Barrow; and at five miles we reach the village of

CLONASLEE,

which is watered by the mountain-stream called the Gorragh, one of the tributaries to the Clodia. The village possesses a church; and adjoining it is *Brittas*, the seat of Col.

Dunne, and the ruins of several uninteresting castles. At two miles from Clonaslee, we pass *Castlecuffe* demesne and castle ruins; at five miles enter the King's County; and at six pass *Cadamstown*, the residence of Mr. Manifold.

The country on the right is flat, bleak, boggy, and uninteresting; but on the left it is highly and agreeably varied by the sides of the Slievebloom mountains, which accompany us from Clonaslee, till we reach the much-improved and naturally beautiful neighbourhood of Kinnitty. Before reaching the neat hamlet of Kinnitty, which possesses a church and chapel, we enter the King's County, and pass along the demesne of *Castle Bernard*, the seat of Mr. Bernard. The improvements which have been effected in this beautifully-situated demesne, together with the castellated mansion, form not only a fine residence, but a striking feature in the district. The residences of *Droughtville*, *Lettybrook*, *Birch Lodge*, and *Glenwood*, are in this vicinity, which is naturally pretty, and considerably improved. The valley lying between *Droughtville* and *Castle Bernard* is watered by the Carrig river, in its progress from the latter place to the Little Brosna.

Three and a half miles southwest from Kinnitty, near the village of Clareen, which contains a modern church, some church ruins, and a round tower, is *Oakley Park*, the seat of Mr. Stoney, and *Grange House*; and about three miles beyond Clareen, and seven from Kinnitty, on the road leading to Roscrea, is *Leap Castle*, the seat of Mr. Darby. This old castle, which has been repaired and added to on either side, now forms a very spacious hall and gallery of communication with the other parts of his residence. It occupies a high bank, immediately under the hill of Knock, is a striking feature in the country, and com-

mands from the terrace-front a splendid view of the rich valley beneath, bounded by the lofty acclivities of Slievebloom.

Immediately behind the village of Kinnitty, the Slievebloom mountains attain to a considerable elevation; the summit of Knocknaman, which is about a mile and a half from the village, rising 1,113 feet; and Carroll's hill, which is three miles, rising 1,584 feet above the sea. From these summits, which are easy of ascent, extensive views are obtained of the great level plain which occupies so much of the centre of the kingdom. We now leave the mountains of Slievebloom, and as we proceed to Parsonstown the soil becomes better, and the country more improved. About three miles from Kinnitty we pass *Cloghanmore* and *Streamstown*; and on passing the flat boggy district lying between these places and Parsonstown, we pass *Syngefield*, the seat of Mr. Synge, *Springfield*, and several other villas.

PARSONSTOWN,

or, as it was formerly, and still generally called, Birr, is the second town in the King's County, ranking next to Tullamore. The town is agreeably situated on one of those gentle acclivities which diversify the country for many miles around. It stands on the bounds of the county, and is watered by the Little Brosna, here separating Tipperary from the King's County, and falls into the Shannon about midway between Banagher and Portumna. The modern parts of the town are regularly laid out in good streets and squares, and very respectably inhabited. In the square near the centre of the town is a low Doric pillar, surmounted by a statue of the Duke of Cumberland, erected in 1747, in commemoration of the services rendered by his grace during the Scotch rebellion in the preceding year. The church is a

handsome edifice; and the R. C. chapel, in a similar style, is a large and striking building. There are also Quaker, Methodist, and Presbyterian meeting-houses. A mile from the town are the barracks, capable of containing three regiments of infantry. There are a fever hospital, a dispensary, and several other charitable institutions; also, sundry schools for the education of the poor; a union work-house; and good hotels, where carriages and post-horses can be hired; and various municipal offices connected with the town. In addition to a considerable corn trade, there are two distilleries and a brewery. The retail trade is very extensive, and the town and country immediately surrounding is in a flourishing condition.

The chief ornament of the town, however, is *Parsonstown Castle*, the seat of the noble proprietor, the Earl of Rosse. The castle was a building of some antiquity, and during the Revolution was attacked by Sarsfield, but relieved by the British General Kirke. It has been completely modernized by the present proprietor, and the high embattled walls, towers, and gateways which surround the offices and grounds, are all in keeping; and while they maintain the character of the mansion, add much to the general appearance of the town. The grounds which surround the castle can at all times be seen on application. Irrespective of the high place which the Earl of Rosse holds among the astronomers of the day, this place will in future derive a European celebrity from the reflecting telescope erected by his lordship — one more powerful than any hitherto made.

Parsonstown is a good halting place for those anxious to visit the Slievebloom mountains; and, although the latter are comparatively tame in their outlines, they present many picturesque dells and ravines;

and from their summits extensive views are obtained of the surrounding country. In the immediate vicinity of the town, the soil is fertile, well-cultivated, and the surface considerably diversified; and towards the mountains, is highly romantic.

A mile and a-half south from the town, on the road leading to Roscrea, is *Birr View*, Mr. Warburton. The seats and country between Parsonstown and Roscrea are noticed with the latter.

Along the roads leading to Borrisokane, near the village of Ballyloughnane, are several extensive corn mills, and in that vicinity various neat suburban residences and highly improved farms. *Woodfield* lies a little to the north of the town, on the road leading to Banagher, as are also *Dovegrove House* and several other villas.

About six miles south-west from Parsonstown, and near the road leading to Nenagh, the well-known verdant hill of Knockshegouna rises from the wide-spreading plain to a height of 700 feet above the sea, and forms a remarkable object in the topography of the district. From its elevation and detached position, and the flatness of the country around, the prospects from the crest are extensive; and under favourable circumstances we would recommend all who are anxious to know

the topography of this district, as well as the admirers of general scenery, to ascend Knockshegouna. Towards the south-east the view from the hill is limited by the Slievebloom mountains; a great part of their outlines, however, can be traced. On the east and north the eye ranges over all the King's County, the counties of Kildare and Westmeath, resting on all the more prominent points which lie scattered throughout their extensive plains; still more northerly, it comprehends a considerable portion of the counties of Roscommon and Galway, distinguishing even some of the mountains of Leitrim and Sligo. Southward is seen that beautiful assemblage of pastoral hills which lie around the smooth and verdant Keeper mountains, and the lovely fertile country which is bounded by the Devil's Bit hills; and westward, that more rugged chain of hills which surround Lough Derg, and trend away through Clare. In the district which more immediately belongs to Knockshegouna, you can distinctly note the towns of Borrisokane, Shinrone, Cloughjordan, and Parsonstown; Lough Derg, and several other reaches of the Shannon; the various residences and surrounding plantations which adorn the surface, and the large brown fields of bog intermingling with the verdant lands.

EXTENSION TO BORRISOKANE.

The small town of Borrisokane is situated in the northern part of the county of Tipperary, in the heart of a fertile and thickly inhabited part of the county, fourteen miles south-west from Parsonstown, nine and a-half from Portumna, and six from Lough Derg, one of the principal enlargements of the Shannon.

For several miles around the town, as also along the shores of Lough Derg, from Youghal bay to Portland House, a distance of sixteen miles,

the undulating country is adorned with a greater number of the smaller country residences, and their accompanying plantations, than is usually met with, even in districts more favoured, both as regards soil and situation; and these observations may be extended to the village of Shinrone, and to nearly the whole of the country on either side of the road between that village and Parsonstown.

Among the residences lying

around Borrisokane we may, among several others, enumerate *Castle Biggs*, *Kilgarveen*, *Driminagh*, *Ballinderry*, *Kyle Park*, *Rodean*, *Finoc*, *Bellpark*, *Bellygrove*, *Mount Falcon*, *Woodlands*, *Mudreeny*, the residence of Sir T. B. Danser, Bart., and *Modreeny House*, the handsome seat of Mr. Head.

The outline of the shores of

Lough Derg, on this the Tipperary side, are much diversified; many parts are beautiful, and adorned with small tracts of wood; and from the more elevated points prospects are obtained of the greater part of Lough Derg, of its sinuous shores, the mountains lying around Killaloe and Scariff, and of the opposite hills of Galway.

SECOND ROAD.

On leaving the station, *Ballybrophy* and *Ballymeelish* are passed close on the left, and a variable tract of boggy and pasture lands are passed between the station and

BORRIS-IN-OSSORY,

which consists of a single street, through which our road runs. It contains a church, R.C. chapel, and a neat court-house. As the great pass to Munster, it was formerly a place of importance, and, for its defence, the Fitzpatricks, lords of Ossory, erected the castle, the ruins of which are in the immediate vicinity of the town. It afterwards became part of the estates of the Dukes of Buckingham, who restored the castle, and now has passed into other hands.

Five miles south-east from Borris-in-Ossory, on the road leading to Durrow, are *Aghaboe House*, church, and abbey ruins. The abbey was founded by St. Canice in the sixth century, and the ruins are extensive and highly interesting. The lands of Aghaboe, which adjoin the abbey, are elevated, divided with old hedgerows, and are amongst the most beautiful and fertile in that part of the Queen's County. About a mile beyond Aghaboe is *Cuffsborough*, adjoining which is Dairy-hill, a fertile summit, and though only attaining to an elevation of 480 feet above the sea, is a feature in the surrounding flat country. To the south and south-east of Borris-in-

Ossory the hills attain to an elevation of between 600 and 700 feet, and are in some places fertile and picturesque. In the vicinity of Borris are the castle ruins of Derrin and Mondrehid; *Ballyduff House* and abbey ruins are about two miles north from Borris; and from the numerous streams there running down the acclivities of Slievebloom mountains the Nore has its source. These united waters first assume the character of a river about a mile north of the town.

As we proceed from Borris to Roscrea, we pass on the right, at two miles from the former, *Charleville*, the seat of Mr. White; on the left, *Kilmartin House*; and at three and a-half miles, close to the road, on the right, the keep of the old castle of Ballaghmore—another of the ancient strongholds of the Fitzpatricks, now repaired, and occupied by a farmer.

On the high grounds to the right of the road, about three miles from Roscrea, are the demesnes of *Timona*, and *Rockforest*. These seats, from the extent of their plantations along the sides of the hills, are conspicuous from the road. At four miles from Borris the traveller enters the county of Tipperary, and soon reaches

ROSCREA,

situated in a fine part of the country, on the eastern confines of the county Tipperary, and in the plain lying

between the hills which connect with the Slievebloom and Devil's Bit mountains. The town is watered by a small river, one of the Brosna's tributaries, and the hills on its south side are highly fertile, and extremely beautiful. Around the town the surface and soil are very variable; on the south side, towards the town of Templemore, there are large tracts of peat moss, lying along the base of the hills; on the north, towards Parsonstown, the surface is broken and hilly; and on the west, towards the town of Shinrone and Cloughjordan, it is generally flat, and intermingled with large tracts of peat.

Roscrea is a place of great antiquity, dating its origin from the foundation of a monastery in 620; and, from its history, appears to have suffered much from the civil and predial wars consequent on the unsettled state of the country. Among its antiquities are an ancient round tower; the gable and porch of the ancient abbey now forming an entrance to the present church; the remains of the Franciscan friary, which are connected with one of the R. C. chapels; a fragment of the castle erected by King John; and the large castle of the Butlers, now the military depot attached to the barracks, is a very remarkable feature in the town.

Roscrea contains the various places of worship, schools, hospitals, court-houses, and public offices, common to large district towns. The church is a venerable structure, and the modern chapel a handsome edifice. The infantry barrack was the residence of the Damer family, which, together with the town form part of the estates of the Earl of Portarlington. There are two inns in the town, where post-horses and carriages can be obtained; with branches of the Bank of Ireland, Provincial, and National; and the union workhouse is in the vicinity.

The town is of considerable extent; the principal streets are wide, the others narrow; and generally, throughout the town, the houses are in a state of sad dilapidation. The chief business carried on is the retail trade; a little is done in the manufacture of coarse woollen cloths; and on the market days a good deal of agricultural produce is disposed of.

Adjoining the town, on the east, are *Corville*, the seat of the Hon. Mr. Prittie; near which is Birchgrove House and distillery, and several villas. To the north of the town, on the base of the Slievebloom mountains, are *Dungar Park*, *Dungar House*, *Glenalbert*, *Killavalla*, and *Lowland*. At two miles from the town, on the road leading to Parsonstown, is the beautiful seat of *Golden Grove*. This demesne, from its elevated site and extensive plantations, is a remarkable feature in the finely varied country of which it forms a part. At four miles on the above road is *Gloster*, the fine old seat of Mr. Lloyd; at seven, *Shuravogue*, the seat of Colonel Westenra, adjoining which is the old and finely-situated demesne of *Rathmore*, Mr. Synge.

Among the numerous seats on the road to Shinrone, our limits will only admit of noticing *Mount Heaton*, the fine old seat of Mr. Hutchinson; and the extensive plantations connected with *Woodville*, *Millmount*, and *Glass House*. Near these places are *Mount Lucas*, *Killycaskea*, and *Oakwood*.

The small town of Shinrone is six miles from Roscrea; it contains a neat church, R. C. chapel, and Methodist meeting-house. In the vicinity of the town are *Doolan*, *Clareen*, *Currlanty*, *Ballencar*, *South Park*, *Cangart*, and *Cangart Lodge*. The most remarkable place, however, connected with Shinrone, is *Cangart Park*, the seat of Mr. Trench. It contains some fine old trees; and the demesne is kept in good order.

The tract of country lying between Roscrea and Shinrone, which we have just noticed, although adorned with the villas enumerated, and their accompanying plantations, possesses few, if any, striking natural features; nor is the soil very fertile. The lower lands are generally flat and boggy, and much injured by the Brosna and its tributary streams, which creep through it; and the soil of the hills is generally shallow, incumbent on the gravel of the limestone, the rock of the district.

The chain of verdant summits extending from Roscrea to Borrisoleigh, a distance of fifteen miles, where they blend with the Slieve Phelim mountains, and for want of a better name, known as the Devil's Bit hills (see p. 84), add much to the scenery of this district, by their pastoral and beautifully diversified acclivities. They limit the tract on the south which we have noticed in connexion with Roscrea; while, on the other hand, the country is flat and open, extending in one vast and but slightly varied plain northwards to the Shannon. The soil, a successive series of alternations of tillage, pasture, bog, and marsh, apportioned in small, and, generally, badly managed holdings. Throughout this extensive tract there are but few residences worthy of the name of *country seats*, in the usual acceptation of the term, though there are many with such pretensions, which, as respectable farm-houses, would be worthy of every commendation.

Two and a-half miles from Roscrea, on the road leading to Nenagh, is *Inane*, the seat of Mr. Jackson. Here the road leaves the county of Tipperary, and runs for nine miles through the King's County, and at six miles from Roscrea reaches the village of Dunkerrin, which contains a church and R. C. chapel. Adjoining the village is *Frankfort Castle*, the seat of Mr. Rolleston.

Six miles from Dunkerrin, on the road leading to Borrisokane and Portumna, is the village of Cloughjordan, in which there are a church, R. C. chapel, and Baptist and Methodist meeting-houses. There is a large distillery adjoining the village, and in its vicinity are *Sopwell Hall*, *Castle Shepherd*, *Ballin*, *Northland*, *Modreeny*, *Modreeny House*, and *Lettyville*. Two miles from Dunkerrin, on the road to Nenagh, is *Bushertown*, beautifully situated on the verdant rising grounds; and nearly opposite to it, *Greenhills*. At three miles from Dunkerrin is the village of Moneygall, and at four, *Laughton*, the fine seat of Lord Bloomfield—the demesne connecting with the beautifully rising grounds which unite with the more southerly hills. Adjoining *Laughton* is *Thornvale*.

Re-entering the county of Tipperary, the Nenagh road now leaves the Devil's Bit range of hills to the left, and passing the wood of Kileroe on the left, and the ruins of Knockane Castle on the right, reaches, at four miles from Moneygall, and at thirteen from Roscrea, the village of Toomavara.

Two miles from Toomavara, on the right, is *Lisanisky*, and on the left, *Shanbally*; and a little beyond the latter, *Grenanstown*, the residence of Count D'Alton. At five miles on the right, is *Ballymackey*; beyond which is *Beechwood Park*, Mr. Osborne; *Castle Willington*, Mr. Willington; and *Rapla*, Mr. Crawford. In the beautiful and fertile valley on the south-east of Toomavara, through which the cross-road to Borrisoleigh and Templemore is carried, the scenery and country are very interesting. The road crosses a dip in the Devil's Bit range of mountains, from whence the summit of the ridge is easily gained, the highest point being 1,672 feet. The mountains are everywhere smooth and verdant, yielding on the lower levels excel-

lent crops, and along their summits
good herbage.

Resuming our route to Parsons-
town from Roscrea, we commence
our remarks at *Rathmore House*,

already noticed, which is about seven
miles from the latter, and leaving
Ballyegan House to the left we soon
reach our destination.

No. 87.—DUBLIN TO BANAGHER.

FIRST ROAD, BY PORTARLINGTON, WITH EXTENSION FROM TULLAMORE
TO FRANKFORD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Banagher.
Dublin,	—	—	80½
Portarlinton, by Rail, as in No. 10, p. 76,	—	41½	39
Geashill,	8½	50	30½
Tullamore,	7½	57½	22½
Blueball, by Road,	6½	64	16½
Cloghan,	11½	75½	5½
Banagher,	5½	80½	—

SECOND ROAD, BY MOATE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Banagher.
Dublin,	—	—	89
Moate, by Rail, as in No. 16,	—	68	21
Ferbane, by Road,	11½	79½	9½
Cloghan,	4½	83½	5½
Banagher,	5½	89	—

THIRD ROAD, BY ATHLONE AND THE SHANNON.—See No. 93.

FIRST ROAD.

The railway now open from Port-
arlinton to Tullamore will render
the latter town and country around
it easy of access. Meanwhile public
cars run daily between the above
places. In a scenic point of view,
the interior of the King's County,
through which this road runs from
the present railway station at Port-
arlinton to Banagher, presents but
little to interest the traveller; nor
will its agricultural capabilities tend
much to excite the imagination.

As we proceed to Tullamore we
pass, at eight miles, the village of

Geashill, the church, parsonage,
and old castle of which crown the
summit of a long ridge. Attached
to the castle is the lodge, in which
the agent of the Earl of Digby occa-
sionally resides—his lordship being
proprietor of the entire barony of
Geashill. Three miles south-west
from Ballingar is *Newtown*, the seat
of the Right Hon. T. B. C. Smith;
and passing through an uninterest-
ing tract of country, we soon reach

TULLAMORE,
now the principal and assize town

of the King's County, situated near the centre of that immense tract of peat moss, known as the Bog of Allen, which occupies so large a space in the centre of the island. It is the principal town on the line of the Grand Canal; and in addition, the boats from Dublin to Ballinasloe and Limerick, all touch here. The stream called the Tullamore river, runs through the town, and falls into the Clodiagh a few miles below it. From its central situation, Tullamore is a place of considerable business; and great quantities of corn and other provisions are forwarded by the canal to Dublin. There is a large distillery and brewery, together with various other branches of trade connected with the supply of a large town and populous district.

From the extent, regularity, and width of the streets; the style of the shops and private dwellings, the town has a modern and very respectable appearance. The environs, though by no means striking, are well cultivated, and contain several neat cottages and villas. The gaol and court-house, the principal public buildings, which, in provincial towns, call forth the genius of the architect, are here well worthy of observation. They stand together on a raised platform at the western end of the town, and display their respective styles of architecture—the Grecian and the castellated—to great advantage. The church, R. C. chapel, and public schools, also appear to considerable advantage from the prominent sites they occupy. The barracks, meeting-houses for dissenters, market-house, &c., are in no way remarkable. To these we may now add the union work-house, a conspicuous object in the vicinity. At the inn post-horses and carriages can be hired, and there are other posting-houses in the town.

Adjoining the town, is *Charleville Forest*, the fine seat of the Earl of Charleville. The castle is a large

modern structure, and though the surface of the extensive demense is flat, and does not contain one spot which conveys to the mind the site of a baronial castle, yet, from the great extent and disposition of the plantations, the towers and battlements of the large castle mingling with the trees, have a fine effect. The demense is watered by the Clodiagh, which supplies a beautiful artificial sheet of water in the grounds. The pleasure grounds and woods are extensive, and the inhabitants of the town are allowed the privilege of walking through them.

On the banks of the canal, close to the town of Tullamore, are the ruins of Shragh Castle; and at three miles from the town are the remains of Ballycowan Castle.

The village of Killeigh, with its church and chapel, lies about five miles south from Tullamore, on the road leading to Mountmelick; and at three miles on the south-west is *Lynally*, the beautiful residence of the Rev. R. Coote; at four, the wood of Clonad; at five Killurin, near which is *Annaghmore House*.

At *Mullagh House*, which is between *Annaghmore* and *Killurin*, Mullagh hill attains to an elevation of 435 feet, and is a remarkable object in the flat country lying around.

The road to Frankford passes through the demesne of *Charleville Forest*, crosses the Clodiagh, leaves *Scraggan* on the right, *Ross House* on the left, and, at six miles, reaches *Mount Pleasant* and *Pallas*. The small lake of Pallas, which is in the demesne, adds much to the beauty of the grounds; and the adjoining church of Killoughey, which occupies the summit of a little hill, adds to the interest of the scenery. Two miles to the south of *Mount Pleasant* is *Rathrobhin House*, and near it is the hamlet of Mount Bolus. Mount Bolus, from which the hamlet takes its name, is considerably elevated, the hill rising 435 feet.

From *Mount Pleasant* to Frankford the road lies through a bleak and very uninteresting country.

The small town of Frankford contains a chapel, and about a mile to the east of it, at the village of Ballyboy, is the church. A mile to the south of the latter is the hill of Knock, which attains to an elevation of 499 feet. To the north of Frankford, the country is very flat, dreary, and, throughout, are interspersed large tracts of bog. Adjoining the town on the east, are *Green Hills*, *Ridgemount*, and *Ballywilliam*; and on the north is *Broughill Castle*; and on the west of the town is *Temora House*. Frankford and Ballyboy are watered by the Broughill, a mountain stream, one of the tributaries of the Brosna.

Beyond Frankford the country improves both in soil and culture; at two miles, the traveller passes *Dore Hill*, Mr. Holmes; and at three *Thomastown House*, Mr. Bennett; near which is the village of Rath. Two miles north from Rath is *Whigsborough*, Mr. Drought; about a mile from which is the small Lough Coura, which contains on its tiny islet a ruined castle. About a mile and a half from the hamlet of Rath, the traveller passes on the left, *Clonbeale*, three miles beyond which is Parsonstown.

From Tullamore to Cloghan there is but little to interest the traveller. A mile east from the village is the verdant hill of Cloghan, which attains to an elevation of 378 feet above the sea, and affords an extensive view of the flat and boggy country lying around. From this hill the windings of the Suck, Shannon, Brosna, and Grand Canal, can be traced for many miles through the dreary country lying generally to the north and east; and the junction of the three latter, about three miles west of the small village of Cloghan, can also be seen.

Banagher is five miles from Cloghan; and advancing towards it, we

pass at two miles from Cloghan, *Castle Iver*, the seat of Mr. Armstrong.

The small town of Banagher is situated on the left bank of the Shannon, where an old substantial bridge of six arches, with a new swivel for the passage of vessels, crosses the river. This is one of the defended passes on the Shannon. At the foot of the town is a small barraek and battery; and opposite, on the Galway side of the Shannon, are the same, with the addition of a Martello tower. The latter are situate at the termination of one of those long and singular gravel ridges to which we have referred in p. 82. The town, though situate on the bank which rises beautifully from the Shannon, has but little to recommend it, and consists principally of one long street; it carries on a little trade in the export of corn and other provisions, for which its immediate contact with the great inland line of navigation by the Grand Canal to Dublin and the steamers along the Shannon give it many facilities. It is also celebrated for its horse and cattle fairs. It contains a branch of the National bank, and an inn, where conveyances can be hired; and among other places of education, the endowed school at Cuba occupies an elevated and conspicuous site on the left bank of the Shannon. A spacious church and chapel have been lately built, and the town, from the increased intercourse along the Shannon, is improving.

Banagher occupies comparatively elevated ground, and is seen for many miles from the cold and dreary country through which the Shannon slowly meanders. Adjoining the town, on the south, are *Castle Garden House*, *Mountcarteret*, and *Claremount*; and near them the ruins of Garrycastle, an ancient fortalice of the Mac Coghlauns. Three miles south from the town, on the banks of the little Brosna, is *Cloghan Castle*, one of the oldest inhabited

castles in the kingdom. Below the town, the Shannon branches out, leaving, in summer, several small, flat, green islets in the centre of its broad bed; its ample waters being but slightly depressed below the level of the accompanying flat and dreary meadow lands.

Four miles and a-half below Banagher, on one of the larger islands, formed by the branching of the Shannon, is a Martello tower, and the Keeloge batteries; and opposite

to it, on the Galway side, are the dilapidated ruins of Meelick Abbey. At this point the Little Brosna river joins the Shannon; and the low lands, near its confluence, are fertile. Three miles above Banagher, is Shannon-harbour, where the Grand Canal and the Brosna river join the Shannon; and thence the navigation is maintained along that great river by means of small steamers, both up and down its courses, for many miles.

SECOND ROAD.

Moate and the country lying around it has been generally noticed in connexion with that town, under No. 16. At two miles from Moate we leave the county of Westmeath, enter the King's County, and at four miles reach *Doon House*, Mr. Mooney, near which are the ruins of Togher and Esker Castles: the latter named from the term Esker, which is generally applied to detached gravel ridges. And here, and throughout the district, these singular formations, almost uniformly covered in their natural state with hazel, holly, white and black thorns, tend much to beautify and diversify this otherwise flat and uninteresting portion of the island.

At two miles from *Doon*, *Corbeg*, and *Kilnagarnagh*, are passed—the former to the right, and the latter to the left—and between them *Corhill*, though rising only 378 feet, is a feature, and commands a prospect of a considerable tract around.

Before reaching Ferbane, *Ballyleir House* is passed.

The improved small town of Ferbane, with its church, chapel, and preaching-house, is situated on the right bank of the Brosna—the op-

posite side of the river being adorned by the plantations of *Gallen*, the residence of Sir A. Armstrong, Bart.

Three miles from Ferbane, on the road to Ballinasloe, is the village of Belmont, close to which are several villas; at five miles, *Hantstown* and *Moystown*, the latter being till lately the seat of the L'Estrange family. Though Moystown has not extensively diversified park scenery to boast of, and is environed by deep brown bogs, there is, in the style of the house, in the arrangement of the plantations, and in the beautiful evergreen oaks and other ornamental trees which adorn the lawn, a character which carries us back to the gentlemen's seats of the olden time. This demesne is watered by the Brosna, which pays its ample tribute to the Shannon at the termination of the grounds, and where also the Grand Canal crosses that river in its progress to Ballinasloe. Opposite to *Moystown*, on the left bank of the Brosna, is *Clonony Castle*, Mr. Mollony.

At Clogbeen, which is four miles from Ferbane, we join the preceding road.

No. 88.—DUBLIN TO CLARA.

BY MOATE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clara.
Dublin,	—	—	74½
Moate, by Rail, as in No. 16,	—	68	6½
Clara, by Road,	6½	74½	—

No. 89.—DUBLIN TO BALLYCUMBER.

BY MOATE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballycumber.
Dublin,	—	—	78½
Moate, by Rail, as in No. 16,	—	68	5½
Ballycumber, by Road,	5½	78½	—

The small towns of Clara and Ballycumber, which are both in the King's County, watered by the Brosna, about three and a-half miles from each other, and nearly equidistant from Moate, can be easily reached as well from the Castletown and Streamstown stations, as from Moate.

At Clara there is an extensive flour mill, and, as usual, a church and chapel; and in its vicinity are *Kilcourcey* and *Clara House*; *Belview* is about two miles to the east of the town; *Durrow Abbey*, about four miles, and the same distance from Tullamore, the seat of the Earl of Norbury, where a fine mansion, with corresponding improvements, were commenced by the late earl a few years ago; but, on his murder, in the open day, by a yet undiscovered assassin, the works were stopped, and the mansion is at present occupied by a detachment of the constabulary. Adjoining the mansion are the church of Durrow and

the ruins of Durrow abbey, the latter originally founded by St. Columb in 546, and afterwards repeatedly burned and plundered.

“In 1186, Hugh de Lacy, while superintending the erection of a castle on the ruins of the abbey, was killed by one of the labourers, who, indignant at the profanation of the sacred spot, struck off his head with an axe while he was stooping down to give directions.”

Between Durrow and Clara is *Kildare*, the residence of Mr. Armstrong, and near it *Ballard*, Mr. Bolger; and between Durrow and Tullamore is *Coolrain*.

Between Clara and Moate, and Clara and Kilbeggan, in a general way, are *Woodfield*, *Greenville*, *Kilfoylan*, *Ballinamenton*, *Gageborough*, and *Moyalla*.

In the vicinity of the village of Ballycumber are *Ballycumber House*, Mr. Armstrong; *Castle Armstrong*, Col. Armstrong; *Prospect*; *Moorock*; *Hollybrook*; *Ballair*, &c., &c.

No. 90.—DUBLIN TO KILBEGGAN.

FIRST ROAD, BY CASTLETOWN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilbeggan.
Dublin,	—	—	65
Castletown Station, by Rail, as in No. 16,	—	58	7
Castletown, by Road,	1½	59½	8½
Kilbeggan,	5½	65	—

SECOND ROAD, BY THE KILLUCAN AND KINNEGAD STATION.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilbeggan.
Dublin,	—	—	63½
Killucan and Kinnegad Station, by Rail, as in No. 16,	—	41½	22
Kinnegad, by Road,	8½	45	18½
Rochfort Bridge,	9½	54½	9½
Tyrrellspass,	8½	57½	5½
Kilbeggan,	5½	63½	—

FIRST ROAD.

At the railway stations on either of the above roads, cars can be obtained, and the inns, respectively, are about a mile distant. Kilbeggan and the country around it are noticed in the

SECOND ROAD.

Kinnegad, consisting of a single street, possessing an inn and posting house, a church, and chapel, formed, till the opening of the railway, the termination of the main stem of the

GREAT CONNAUGHT LINE OF ROAD.

Three miles east from Kinnegad, on the Boyne, there an uninteresting sluggish river, is the village of Clonard; and as we proceed to Kilbeggan, at two miles from Kinnegad, the road passes *Griffinstown*, the seat of the Rev. C. Fetherston Haugh.

For several miles the country on the south of the road is extremely flat and bleak; large tracts of bog and marsh alternating with the more fertile, and, generally speak-

ing, wretchedly cultivated soil; and Croghan hill, in the vicinity of Philipstown, eight miles to the south, the most fertile and elevated of the eminences which lie scattered between the more southerly mountain ranges, appears a striking object in the extensive plain.

A mile beyond *Griffinstown* on the right is *Lowtown*, and at six miles the village of Milltown, which contains a chapel; and adjoining it is *Galstown Park*, the seat of Lord Kilmaine. The mansion is a large square structure; the demesne contains some old trees.

ROCHFORD BRIDGE

is a small village, which contains a church and police barrack, and where roads branch off to Philipstown and Mullingar.

Vast tracts of bog, stretching across the fertile lands lying around the hill of Croghan, are on the south of our road, and, on the north, the low lands are diversified by gravelly hills, alternating with tracts of peat and marsh.

Tyrrellspass is a place of some importance, from the numerous cross-roads which here branch off, as well as from the large cattle fairs held in it. The handsome church, and small square of comfortable houses, which were built by the late Countess of Belvidere, give an air of respectability and neatness to the town, which also contains a small Methodist chapel, an inn, and posting-house. At two miles and a-half beyond the town we pass through the small hamlet of Newtown Lowe, adjoining which, on the left, is *Cornahir*, and the church of Newtown. Two miles south from *Cornahir* is *Judgeville*. The country on either side of the road, for some miles, is agreeably diversified by the various low, detached gravel ridges or eskers, assuming, in many cases, pleasing outlines, and more or less covered with a browsed copse of alder, oak, hazel, and whitethorn. They are well circumstanced for planting, equally as regards profit, shelter, and effect, in this otherwise bleak country.

Close to the town on the south is Gallows hill, which attains an elevation of 385 feet, whence an extensive view of the flat country around is obtained; and at a mile from the town is *Tore House*. On the north of the town are the villas of Templeoran, Newcastle, and Calverstown. To the north, amongst the most interesting group of these

beautiful eskers, is *Newforest*, the seat of Mr. Daniel.

The town of Kilbeggan is situated on the Upper Brosna, here a small stream, bearing only the surplus waters of Lough Ennel, but it is considerably increased in volume by the supplies it receives from the boggy tract it runs through before it reaches the Shannon. The corn trade has been increased by the branch of the Grand Canal opened to the town. It contains a church, chapel, Methodist meeting-house, an inn and posting-house. To the north of the town, as far as the shores of Lough Ennel, the country is generally flat, boggy, and in many places much injured by the overflowings of the Brosna. As seen from the road, however, this flatness is relieved by the few hills which are scattered throughout the otherwise dreary plain. At three miles north from the town, near the village of Ballynagore, the hill of Knockmore rises to a height of 404 feet.

About three miles from Kilbeggan we pass, a little to the right of the road, *Bracca*, the residence of Mr. Handy; in the demesne are the ruins of the old castle, and adjoining is Donour Castle, which has been preserved by the Nagles, the proprietors. A little beyond this, the traveller enters a point of the King's County, in which he continues for four miles.

Among the various villas which are passed on the left or south side of the road, and from one to three miles distant, we may notice *Judgeborough*, *Ballinamenton*, *Moyalla*, *Kilfoylan*, *Woodfield*, *Greenville*, and *Ballyloughlin*.

No. 91.—DUBLIN TO PHILIPSTOWN.

FIRST ROAD, BY ENFIELD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Philipstown.
Dublin,	—	—	50½
Enfield, by Rail, as in No. 16,	—	26½	24
Carberry, by Road,	7½	34	16½
Edenderry,	4½	38½	12½
Mount Lucas,	8½	46½	3½
Philipstown,	3½	50½	—

SECOND ROAD, BY PORTARLINGTON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Philipstown.
Dublin,	—	—	55
Portarlinton, by Rail, as in No. 10, p. 76,	—	41½	13½
Philipstown, by Road,	13½	55	—

FIRST ROAD.

From Enfield cars run daily in connexion with the trains, and conveyances can be hired at Enfield and Edenderry.

Branching off the railway at Enfield, we pass the demesne, chapel, and small village of Johnstown, cross the stream locally known as the Blackwater; and, passing through a bleak, though fertile country, in which there are considerable tracts of bog, at seven miles we reach the hamlet and ruins of Castlecarbury. The castle was originally built by the De Berminghams, early English settlers; it passed from them into the hands of the Cowleys, the ancestors of the Duke of Wellington. The present structure, which is of comparatively modern date, is situated on the summit of a beautifully verdant hill, rising 471 feet above the sea, whose long verdant sides, generally covered with sheep, blend softly

with the surrounding pastoral plain. The ruins, though greatly reduced, still form a striking feature for many miles around. On the left of the hamlet of Castlecarbury, is *Newberry*, Mr. Woolstenholme. This handsome, though hitherto neglected demesne is watered by the infant Boyne, which issues from Trinity Well, within its precincts. At three miles from Castlecarbury we enter the King's County, and at four reach the small neat town of

EDENDERRY,

situated near the north-eastern extremity of the Bog of Allen. It formerly carried on some trade in the manufacture of coarse woollens, which has now ceased; and the principal business done is in corn, of which a considerable quantity is weekly brought to market. Although a good many Quakers have located here, they are only engaged

in the retail trade of the town and district.

The Grand Canal passes within a mile of Edenderry, and a branch has been extended to the town; and the Boyne, which we crossed on entering the King's County, runs near to it. Edenderry belongs to the Marquess of Downshire, who has contributed liberally towards its neat and orderly appearance. The church, occupying the summit of one of the gravelly hills near the town, which attains an elevation of 318 feet, is a very conspicuous feature; the town-hall is a handsome building, and the ruins of Blundell's Castle, the ancestor of the present proprietor, crown the wooded hill. To these we may add a small but comfortable inn, where cars can be hired, the union workhouse, a Quaker's meeting-house, and a R. C. chapel in the vicinity. From the church hill you command a very extensive view of the Bog of Allen and flat country around.

Three miles from the town, on the road leading to Clonard, but in the county of Kildare, is *Ballindolan*, the extensively wooded seat of Mr. Borr; and to the west of it, pleasantly situated on the banks of the Boyne, *Raheen*, the seat of the Rev. Mr. Palmer. A little to the east of Ballindolan is *Williamstown*. A mile and a half west from the town are the demesne and abbey ruins of Monasteroris. *Greenhills*, Mr. Dames; *Ballyburly*, Mr. Wakely; and *Ballybrittas* castle ruins lie from four to six miles north-west of the town, and *Clonin* and *Rathmoyle*, the highly improved and extensive farms of the Messrs. Rait, are situated in the fertile country lying between Edenderry and Rochfort Bridge, and about six miles from the town. The Messrs. Rait are practical farmers, and carry on the alternate husbandry on a large scale, and in the most improved manner. Those who are interested in these branches of rural economy will not

regret a slight detour to see their farms. Adjoining *Clonin* is *Coolville* and *Killure*; and *Toberdaly* is about a mile south of the latter.

From Edenderry to Philipstown, we have the Bog of Allen on the one hand, and the flat country, in which a good deal of rich lands and detached bogs are intermingled, on the other. At four miles we pass *Ballinla*, *Lumville*, *Clerkville*, and *Leitrim*; and at eight miles, *Springfield* and *Mount Lucas*.

Philipstown, named in honour of Philip II. of Spain, consort of Queen Mary, till within those few years past, was the capital of the King's County; but in consequence of its decayed state and want of accommodation, the assizes were transferred to the more central and important town of Tullamore. The Grand Canal passes the town, which consists of one street, through which we pass on our way to Tullamore. The ruins of Fort Castle, erected by Sir W. Bellinghame, are still to be seen. The town contains a church, chapel, and cavalry barrack.

A mile and a-half from the town, on the road leading to Tyrrellspass, is *Cloneart*, the handsome seat of Mr. Magan; a mile to the north of it is *Kilduff*, and near it, *Cherrymount*. About a mile to the north-east of the town is Mount Briscoe. To those desirous of knowing the nature of the surrounding country, the bearings of its various parts, and the great divisions of good and bad soil which the surface presents, Croghan hill, which, geologically considered, is of trap-rock and its associated ashes, will be an object of some interest. It is about three miles north from Philipstown, and rises 769 feet above the level of the sea, and is situated near the middle of that immense central plain which occupies so large a portion of the King's and Queen's Counties, and of Kildare and Westmeath; and for many miles around is a prominent object. It is generally grazed by

sheep, and is considered the most fertile land in the district. From the summit of this remarkably verdant hill, you can note the different seats around, the meanderings of the rivers, the comparative extent of arable and pasture lands, the vast space which the Bog of Allen occupies in the surrounding plain, and the great capabilities for terri-

torial improvement which on every side present themselves. At the base of the hill is the cottage of the noble proprietor, the Earl of Charleville.

At three miles from Philipstown, on the road to Tullamore, is the village of Ballinagar, where the road branches off to Geashill.

SECOND ROAD.

With the exception of the few miles between the village of Geashill and Philipstown, in which there

is but too little to particularize, the country has been generally noticed under the preceding road.

No. 92.—DUBLIN TO EYRECOURT.

BY BALLINASLOE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Eyrecourt.
Dublin,	—	—	105½
Ballinasloe, by Rail, as in No. 16, .	—	92½	13½
Laurencetown, by Road,	8½	101½	4½
Eyrecourt,	4½	105½	—

There are no public conveyances between Ballinasloe and Eyrecourt, except the mail car, which leaves the former at a very early hour, but carriages can be hired at the former town.

With the exception of Redmount hill, near Eyrecourt, which forms part of the estate lately purchased by Mr. Pollock, and where very extensive agricultural improvements are in progress, the country lying between Ballinasloe and Eyrecourt maintains a low level, consisting of a series of peaty and pastoral flat lands, alternating with gently swelling hills and long gravelly ridges. In regard to soil, though there are considerable tracts of rich lands on and around Redmount, the greater part of this district is below a medium quality.

At six miles from Ballinasloe we

reach *Kelly's Grove*, where the Earl of Clancarty is carrying on extensive improvements; and passing the lonely abbey ruins of Clontuskert, leave *Lismanny Lodge*, the centre of Mr. Pollock's agricultural operations, on the left, *Somerset House* on the right, and, at six and a-half miles from Ballinasloe, reach the cross-roads leading to Laurencetown.

This decayed village, which is within half a mile of our road, assumed, a few years ago, a very different appearance. It contains a R. C. chapel, and a small church. Adjoining the village, and remarkable from their well timbered avenues, are *Ballymore Castle*, the residence of Mr. Seymour, and *Belview*, that of Mr. Laurence, where there still exists, notwithstanding all the recent dilapidations and mutations, some fine sylvan ornaments;

among the latter a cedar of Lebanon, perhaps the finest in the west of Ireland.

Leaving Laurencetown on the right, we commence the ascent of Redmount hill, the most fertile elevated lands in the country. From its summit (407 feet) you command an extensive prospect, embracing long reaches of the Shannon, and all the flat country lying around.

The small and hitherto thriving town of Eyrecourt, as also the adjacent demesne, whence it derives its name, are still the property of Mr. Eyre, whose estates, till within these twenty years past, were in keeping with the style of the residence. Now, all is in a transition state.

Four miles to the east of Eyre-

court, close to the Grand Canal, and near the Shannon, is Clonfert, which, until the union of that diocese with Killaloe, in 1833, was the diocesan seat. The hamlet, abbey ruins, and Martello tower of Meelick, lie three miles to the south; the latter are on a small island formed by the branching of the Shannon. Here the King's county, counties of Tipperary and Galway, meet; and, consequently, the provinces of Leinster, Munster, and Connaught.

Around Eyrecourt, and between Portumna and Banagher, the country is undulating, comparatively fertile, and respectably inhabited, except along the Shannon, where there is a considerable expanse of submerged, dreary pasture lands.

No. 93.—DUBLIN TO PORTUMNA.

BY BALLINASLOE AND LAURENCETOWN.

FIRST ROAD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Portumna
Dublin,	—	—	112½
Ballinasloe, by Rail, as in No. 16,	—	92½	20
Laurencetown,	8½	101½	11½
Portumna,	11½	112½	—

SECOND ROAD, BY ATHLONE AND THE SHANNON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Portumna
Dublin,	—	—	114½
Athlone, by Rail, as in No. 16,	—	78	36½
Seven Churches of Clonmacnoise,	8½	86½	28
Shannon bridge, by the Shannon,	6½	93	21½
Banagher, by the Shannon,	8½	101½	13
Meelick,	4½	106	8½
Portumna, by the Shannon,	8½	114½	—

By the first road, as in No. 92, it will be necessary to hire a conveyance at Ballinasloe.

Laurencetown, *Eallyncree*, and *Belview*, which we have noticed

in No. 92, being passed, the country is bleak and uninteresting till we reach the road leading from Eyrecourt to Portumna, where the larger and better farm residences of *Hard-*

ing-grove, Corr Lodge, Fairy Hill, &c., tend much to improve the neighbourhood of Portumna.

The small town of Portumna, originally an appendage to the baronial residence of the noble family of Clanricarde, now mainly consists of two parallel streets, in which are the principal houses and shops. It contains a large R. C. chapel, a neat modern church, court-house, small military barrack, and a commodious hotel, where cars can be hired. In the shops a considerable retail trade is carried on; and at the weekly markets a good deal of wheat is disposed of, for the growth of which the country around is favourable.

Connected with the town is the residence of the noble proprietor, the Marquess of Clanricarde, whose fine demesne stretches along and adorns the right bank of the Shannon for two miles. The castle, which was by far the finest structure of its date in Connaught, was accidentally burned in 1826. Near the castle are the extensive ruins of a Dominican friary.

Adjacent to the bridge, and at either end of it, the City of Dublin Steam Company have small harbours and stores.

Immediately above the bridge, on the Tipperary side of the Shannon, is *Portland*, the seat of Mr. Stoney;

and below the bridge, on the same side, is *Belleisle*, the seat of Lord Avonmore; and adjacent to the latter is *Slevoir*, the seat of Mr. Synge. The village of Carrigahorig is three miles from Portumna bridge, on the Borrisokane road, and near it is *Ballyquirk Castle*, the seat of Col. Dwyer.

The plantations of *Portland, Belleisle*, and *Slevoir*, occupying the Tipperary side of the river, and with those of *Portumna Castle* on the Galway side, render this the most beautiful part of the river scenery between Portumna and Athlone.

At Portumna the waters of the Shannon begin to lose the river character, and gradually to spread into Lough Derg. Along the shores of the eastern, or Tipperary side of that vast sheet of water—that is, from *Belleisle* to Killaloe—a distance of twenty-eight miles, we meet with the ruins of several churches and castellated structures, and a number of improved farm residences, which, with their accompanying plantations, add much to the appearance of the country. The occupants being generally styled “gentlemen farmers,” these places are considered in this district as the seats of the resident gentry.

SECOND ROAD.

A comfortable and commodious steamer, in connexion with the railway from Dublin to Galway, fitted up for passengers only, sails up and down the Shannon on alternate days from Athlone to Killaloe, calling at Portumna and the intermediate places given in the above table; and by this means passengers are economically and comfortably conveyed, at the rate of from ten to thirteen miles per hour, as it may be, with or against the current.

The flat tract of country through which this great river slowly mean-

ders from Athlone to Portumna, a course of thirty-six miles, is generally bleak, dreary, and featureless. In short, save in a few places, it is devoid of all the charms of river scenery; broad margins of low and occasionally submerged lands, generally covered with the coarser grasses, accompanying the mighty stream throughout this portion of its course. In a few places, such as around the Seven Churches, Banagher, and Portumna, &c., noticed at some length in connexion with these places in Nos. 87, 93,

and 94, swelling hills, rising at some distance from the water's edge, tend to diversify the scenery, and to relieve the bleakness; but, in all this devious course, few trees are to be seen, and, except *Moyston, Portland*, and one or two others, not a place worthy the name of a gentleman's seat approaches its banks between Athlone and Portumna. In summer these vast callows afford good meadow grass and pasturage; but in winter, when the river is swollen, they are wholly under water. However unattractive to the admirer of the picturesque these dreary flats may seem, or however tame and lifeless the canal-like water may be, there is in the spectacle of a large inland river, destitute of banks, and flowing through an apparently interminable plain, something which excites emotions nearly allied to the sublime. And if to the interest arising from these mere visual objects we add, that here, at a distance of forty miles from the tide water, and up to Carrick-on-Shannon, seventy-five miles farther, this noble river is at present navigated by steam vessels, surely there is ample recompense made for the absence of those beauties of which kind nature has been lavish along the shores of the upper part of Lough Derg. For brief notice of the Seven Churches of Clonmacnoise, see No. 94.

Six miles from Portumna, on the road to Loughrea, is *Heathlawn*, Mr. Saunderson; at eight miles the village of Killimor, near which is *Hearne's-brook*, the beautiful seat of Mr. Kircaldy, and *Rathmore*, Mr. M'Dermot.

At seven miles, on the road leading to Loughrea by the village of Tynagh, is *Pallas*, the seat of Mr. Nugent; and at seven miles also, on the road leading to Gort, is the village of Abbey, close to which are the interesting ruins of the Franciscan friary, whence the village is named. At eleven miles, on the above road, is *Marble Hill*, the fine

seat of Sir Thomas Burke, Bart. This place is romantically situated in the centre of a fertile valley, which is nearly surrounded by a circular range of moorland hills, the latter blending with the Slieve Aughty mountains, which occupy a large portion of this upland district. The Scariff river, running through the village of Woodford, which is ten miles from Portumna, falls into Lough Derg about three miles below it.

From Woodford to Mount Shannon the traveller keeps along the eastern base of the Slieve Aughty mountains, which at the Scalp, about four miles south from Woodford, attain to a height of 1,074 feet; and at four miles from Woodford he reaches the shores of Lough Derg, near which he continues to the village of

MOUNT SHANNON,

situated on the shores of Lough Derg, and contains the parish church and chapel of Inishcaltra.

From the village of Mount Shannon to the demesne of *Portumna*, the outlines of the lake are winding and singularly varied, presenting innumerable bays, creeks, &c. There are no continued roads along the margins of the lough, nor are the shores everywhere attractive. They are generally cultivated, and in some places rise in beautiful slopes to such an elevation as to command good views of the lake, and of the numerous small named islands which are uniformly scattered along the edge of its waters.

This portion of Lough Derg, together with its adjacent shores, is seen to advantage from the high grounds to the north of Mount Shannon; and a knowledge of the topography of the surrounding country can be readily attained from the Scalp, whose summit, 1,074 feet in height, is three miles north from the village. Holy island, and the lower part of Lough Derg, are noticed in No. 78.

No. 94.—DUBLIN TO SHANNON-BRIDGE AND THE SEVEN CHURCHES.

BY BALLINASLOE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Shannon-bridge.
Dublin,	—	—	104½
Ballinasloe, by Rail, as in No. 16, .	—	92½	12½
Shannon-bridge,	8	100½	4½
Seven Churches of Clonmacnoise, .	4½	104½	—

As compared with the above route, travellers proceeding by the Shannon from Athlone to the Seven Churches of Clonmacnoise, effect a saving of 18 miles, and to Shannon-bridge, 7½ miles. See No. 93.

Leaving Ballinasloe, the river Suck is crossed; the villas of Lancaster, Ardarn, and Fort William are passed; and after a run of eight miles through a margin of the county of Roscommon, the village of Shannon-bridge is reached.

SHANNON-BRIDGE,

situated half a mile above the confluence of the Suck, the largest of the Shannon's tributaries, contains several shops and public houses, where cars can be hired. This is another of the passes across the river which it was deemed necessary in former times to protect. The fortifications are nearly the same as we have described at Banagher; but the infantry barracks are larger, and the battery more conspicuous. We may here add, that this, with Athlone above, and Banagher below, form the three fortified passes across the Shannon which are still kept up. The village of Shannon-bridge is principally in the King's County; the fortifications and barracks are on either side of the river. The country through which the Shannon rolls its sluggish waters continues flat and boggy, vast fields of peat lying all around. A fine bridge of sixteen arches and a swivel

has lately been built by the government, in connexion with the improvement of the Shannon.

Four miles above Shannon-bridge, 8½ below Athlone by the river, and close on the old road leading to Athlone, where a ridge of low gravelly hills stretch along the left bank of the Shannon, stand the round tower and church ruins of Clonmacnoise. The latter, with the exception of a church which still exhibits some fine workmanship, are merely fragments of cells. The larger round tower adjoins the church, and the smaller one, as at Glendalough, is connected with one of the detached buildings. There are also an ancient stone cross of large dimensions, and a small modern parish church to add to the assemblage. The monastery is said to have been founded by the O'Melaghlin, princes of Meath, and the castle, the detached ruins of which form a very picturesque object, to have been erected in 1214. Archdall states that this place was at one time very wealthy, extensive, and in high esteem. As a burying place this has long been celebrated; and now no spot can be better tenanted with the frail relics of mortality than the two acres which constitute the hallowed grounds of Clonmacnoise. All around harmonizes, for all is still and lonely; behind is a range of low, unbroken pastoral hills; in front the Shannon steals its mighty volume of waters in long and softly-flowing lines, through the dreary, marshy plain.

No. 95.—DUBLIN TO SLIGO.

FIRST ROAD, BY MULLINGAR AND BOYLE.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Sligo.
Dublin,	—	—	133
Mullingar, by Rail, as in No. 16,	—	50	83
Rathowen, by Road,	13½	63½	69½
Edgeworthstown,	5	68½	64½
Longford,	8½	76½	56½
Newtownforbes,	3½	80	53
Dromod,	8½	88½	44½
Drumsna,	6½	94½	38½
Jamestown,	1	95½	37½
Carrick-on-Shannon,	3½	99	34
Boyle,	9½	108½	24½
Ballinacfad,	4½	113	20
Drumfin Cross-roads,	8½	121½	11½
Collooney,	4½	126	7
Ballysadare,	2	128	5
Sligo,	5	133	—

A line of rail from Mullingar to Cavan, with a branch to Longford, at the village of Street, will, it is expected, be opened for traffic in 1855.

The various lakes, and country generally, around Mullingar, we have already noticed in No. 16. Resuming our observations as regards the road from Mullingar to Sligo, we observe that at three miles from the village of Ballinalack we reach the village of Rathowen, near which the road to Granard by the village of Street branches off. *Newpass* is two miles west from the village, and not far from Glenlough; and *Foxhall*, the residence of Mr. Fox, lies about four miles in the same direction.

About two miles north-east from Rathowen, on the road leading to Granard, is the village of Street, where the line to Longford will branch off the Mullingar and Cavan railway; and a mile beyond it, *Kildevin*. At four miles from Rathowen is *Coolumber*, the residence of Mr. O'Reilly.

Leaving Rathowen we enter the

county of Longford, in which our road continues till we meet the Shannon, near Rooskey-bridge. At five miles from Rathowen we reach

EDGEWORTHSTOWN.

This small and comparatively neat village is surrounded by a great extent of flat bogs and tillage lands, in almost regular alternations. The natural bleakness of this district is, however, considerably relieved by the hedge-rows of Canadian poplar, which have here been planted in considerable quantity.

Edgeworthstown has somewhat the appearance of an English village. The church, chapel, and the cheerful mansion and demesne of *Edgeworthstown House*, the seat of Mr. Edgeworth, are all in keeping; and the works of the late Maria Edgeworth, and her talented father, will render this place memorable while science and literature are regarded.

Four miles from Edgeworthstown, on the road leading to Castlepollard, is *Cloonshannagh*, the seat of Mr.

Blackhall; and at four miles, on the road to Granard, is *Tully*, the demesne of Mr. Bond. On the road leading to the village of Ballinalee, at two and a-half miles, is *Lissard*, the seat of Mr. O'Ferrall. This demesne now includes *Firmount*, the residence of the late Abbe Edgeworth, who was confessor to Louis the Sixteenth, and attended that unfortunate monarch to the scaffold; and close to *Lissard* is *Whitehill*, the residence of Mr. Slator. Near the straggling village of Ballinalee, which is about seven miles from Edgeworthstown, is *Kilshruley*, the beautifully situated residence of Mr. Edgeworth.

Five miles from Edgeworthstown, on the road to Lanesborough, are the village, church, chapel, church ruins, and demesne of *Ardagh*—the latter the seat of Sir George Fetherston, Bart.; and from one to two miles north of Ardagh, are *Richfort*, *Drumbawn*, and *Oldtown*. Ardagh is well defined by the hill which takes its name. It is 403 feet above the sea, and affords an extensive view of the very flat country lying around.

The road from Edgeworthstown to Longford runs through the flat and uninteresting country in one continuous straight line. At three miles from the former we pass, a little to the right, the Presbyterian meeting-house of Corboy, adjoining which is *Newtown Bond*, the residence of Mr. Bond; and at two miles the rich lands of Moate Farrell. Near the Moate is said to have been the residence of the O'Farrells, the ancient proprietors of this immediate district.

At five miles from Edgeworthstown the traveller passes, at about a mile to the right, *Carrickglass*, the extensive and well-wooded park of the Right Honourable the Chief Justice Lefroy, where a handsome mansion in the Tudor style has lately been built. A mile to the west of *Carrickglass* is *Farra*, the residence

of Mr. Bond. The traveller will soon descry the new R. C. cathedral, church, and town of Longford; and the plantations of the glebe of *Temple Michael*, the occasional villa, the better farm-houses, and the somewhat improved farming, will serve to engage the attention, at least of those interested in rural affairs, till

LONGFORD,

the principal town of the county whose name it bears, is reached. Like Edgeworthstown, Longford is environed by an extensive plain of mixed bog, swamp, pasture, and tillage lands. It is the *terminus* of one of the branches of the Royal Canal, and is watered by the small river Camlin, which discharges its tributary waters into the Shannon four miles below the town. In point of extent and in trade, both wholesale and retail, Longford is by far the most thriving and important town between Dublin and Sligo. Its flourishing condition is not wholly owing to its central situation and other local advantages, but in a great measure to the judgment and liberality of the late Earl of Longford.

The principal streets are regularly laid out; the houses generally inferior; the hotel is comfortable, and connected with it is a good posting establishment. There are a handsome church, in the Grecian style, a large R. C. cathedral in progress of erection, with Presbyterian and Methodist meeting-houses. There are also the county courthouse, and gaol, with cavalry and artillery barracks, and the union workhouse; and, what better indicates the improvement of the town, extensive stores, corn mills, tanyards, &c.

Five miles south-west of the town, on the banks of the Royal Canal, and on the road leading to Lanesborough, are the village, church,

chapel, and Methodist meeting-house of Killashee; and at three miles to the south of the town is *Mount-Jessop*.

Eight miles north-east from Longford is Carn Clonhugh, the highest hill in the district, and a feature in the country for many miles around. It is the termination and summit of the range of hills that extends from the neighbourhood of Longford to within a short distance of the town of Killeshandra; and from its attaining to an elevation of 912 feet above the sea, the traveller can, better than from any description, understand the general extent and topography of the flat and sadly cultivated tract of country lying around the town of Longford. All the more remarkable features, lakes, hills, and the larger boggy tracts, can be traced as far as the eye can reach; in short, from the nature of the district, and the position of Carn Clonhugh, one of the most extensive views in the country is obtained. No one who has not traversed the diversified country lying along the southern base of these hills, can form any idea of the wretchedness of the peasantry, the neglected state of the soil, and the miserable modes of culture that are adopted.

Leaving Longford we proceed through a flat and fertile tract of country, and soon reach the village of Newtown Forbes, which contains a church, chapel, and Methodist meeting-house. Connected with the village is *Castle Forbes*, the seat of the Earl of Granard. This extensive and well-wooded demesne is bounded on the west by Lough Forbes, one of the smaller loughs or enlargements of the Shannon. Two miles to the south of the village is *Brianstown*, the residence of Mr. Achmuty.

Five miles to the north of Newtown Forbes, are the village, church, and chapel of Drumlish, and at nine miles the hamlet of Ballinamuck.

The country around these villages is poor, bleak, ill cultivated, and, in its present state, very uninteresting. At Ballinamuck, the French, under General Humbert, surrendered to General Lake in 1798.

For the next eighteen miles the road skirts the Shannon, affording an occasional view of the loughs, swamps, islands, and headlands, formed by this interesting river.

From Newtown Forbes the road lies through a flat, boggy, and uninteresting district; and on leaving the county of Longford enters the county of Leitrim, and of course the province of Connaught, near the small village of Rooskey-bridge. The Shannon here separates the counties of Leitrim and Roscommon, and divides the poor village of Rooskey, where a substantial limestone bridge and swivel, connected with the Shannon Improvements, crosses the river.

About two and a-half miles from Rooskey-bridge we pass through the decayed village of Dromod. It is situated on the shores of Lough Bofin, another of the enlargements of the Shannon. Here the wooded promontories and verdant knolls, with the creeks and bays of the adjoining Loughs Bofin and Boderg, yield an agreeable contrast to the bleak country around. The wooded promontories here so striking, form part of *Derrycarne*, the beautiful seat of Mr. Willis, which is about two miles from the road.

Five miles to the right of Dromod, on the cross-roads leading to Ballinamore, is the small town of Mohill, with its church, chapel, and union workhouse; and near it, on the shores of the small Lough Rynn, are *Lakefield*, Mr. Crofton; *Clooncahir*, Sir M. G. Crofton, Bart.; *Rynn*, the lodge of the Earl of Leitrim; and *Drumard*, Mr. Jones.

Lough Rynn, on the shores of which the Earl of Leitrim's lodge is situated, is about two and a-half

miles in length, and half a mile in breadth. The shores rise to a considerable elevation around it; and it is one of the largest and most interesting of the numerous small lakes which are scattered about that part of the county of Leitrim.

The country now presents a succession of low round fertile hills, with intervening marshy plains, particularly on the right of the road; and the hilly character increases as we approach the mountain ranges towards the coast. Still the monotonous shapes of the hills, the want of trees, and the miserable patches of tillage which every where meet the eye, render this district, diversified though it is in surface, uninteresting.

Three miles from Dromod is the hamlet of Aghamore; at five miles the prettily-situated church of An-naduff; to the left of which, but on the opposite bank of the Shannon, and of course in the county of Roscommon, is *Clonteen Lodge*, the occasional residence of the Marquess of Westmeath, and several other villas. Here the country assumes a more pleasing and rich appearance; the scattered plantations and fine old hedge-row trees will interest the traveller till he reaches the village of

DRUMSNA,

the natural beauties of which seem, till lately, to have been appreciated from the neat and comparatively comfortable houses it contains. The village is watered by the Shannon, and surrounded by the plantations of *Mount Campbell*, the seat of the late Admiral Sir Josias Rowley, and several villa residences. On leaving Drumsna we cross the Shannon, for the first time on this route, and enter the county of Roscommon. For the next mile the road runs by the demesne of *Charlestown*, the beautifully-situated residence of Sir Gilbert King, Bart., when it again crosses the Shannon,

re-entering the county of Leitrim at Jamestown, formerly one of the fortified towns on the Shannon; and of its fortifications an ancient gateway still remains. From Jamestown to Drumsna the Shannon sweeps its ample volume in one beautiful curve around the demesnes of *Charlestown* and *Mount Campbell*; and, except at Carrick-on-Shannon, this is the last view we have, from this road, of the Shannon in its river character. Adjoining this small town is *Jamestown Lodge*, the residence of Mr. O'Beirne.

Three miles from Jamestown is

CARRICK-ON-SHANNON,

the chief town of the county of Leitrim, situated on the left bank of the Shannon. This small county town contains but little to interest the traveller. There are, however, the county court-house, gaol, and infirmary; a handsome church, a R.C. chapel, and a small Methodist meeting-house. There are also a barrack for a company of infantry, a union workhouse, and a good inn where conveyances can be hired. The trade is limited to the supply of necessaries for the surrounding district, and the agricultural produce disposed of at the weekly markets. In the town is *Hatley Manor*, the residence of Mr. St. George, the proprietor of the town.

The arable tract of country lying to the north, north-east, and north-west of Carrick-on-Shannon, embraces considerable portions of the counties of Leitrim, Roscommon, and Sligo, and, though bleak and poorly cultivated, is greatly diversified by extensive tracts of peaty marsh, small loughs, arable lands, and lovely pastoral hills. It is bounded on these points by the Slieve-anieren and Braulieve mountains, the former chain lying to the east, the latter to the west of Lough Allen; and from their extent and

elevation, are remarkable features in the country for many miles around.

About three miles from Carrick-on-Shannon, on the road to Manorhamilton, is the village of Leitrim. Here the Erne and Shannon canal joins the river Shannon; the navigation along it, up to Lough Allen, being by canal, thus completing the navigation of that great river from the sea at Limerick almost to its source.

The village of Drumshambo is about nine miles from Carrick-on-Shannon, and about a mile to the east of the road leading to Manorhamilton. At Ballintra bridge, which is also nine miles from Carrick, the Manorhamilton road crosses the Shannon, shortly after it issues from Lough Allen. Soon after this the Shannon is augmented by the Arigna, the first and not the least important of its tributaries, and a little after by the Fiorish stream. At the village of Leitrim it receives another small stream; and a little above Carrick, the Boyle river contributes its ample moiety. Increased by the large volume of waters which the Boyle river brings down from the lakes of Gara, Key, and Oakport, the Shannon sweeps under the bridge of Carrick, and thence pursues its way, increasing as it proceeds, through the centre of the island till it meets the tide wave of the Atlantic at Limerick.

Lough Allen is eight miles in length, its breadth gradually enlarging upwards, from a quarter of a mile to three miles: its summit above the level of the sea is 159 feet. One of the lough's principal supplies is the Shannon, which "rises in the county of Cavan, barony of Tullyhaw, parish of Templeport, townland of Derrylaghan, at the head of a wild district called Glangavelin, and in the valley between Cuilcagh and Larganacallagh mountains, close to the base of the former. The source or spring is of

a circular form, about 50 feet in diameter, called the Shannon Pot, or more generally Leigmonshena. It boils up in the centre, and a continued stream flows from it, about eight feet wide and two feet deep, in the driest season, and runs about four miles per hour. In rainy weather the flow of water is so much increased, that its banks, and all the low grounds in its immediate vicinity, are overflowed. There are numerous caverns and clefts on the top and sides of Cuilcagh, which receive the rain water; and, from the circumstance of no streams descending, it is concluded that the drainage of this mountain, combined with its subterranean springs, here find an outlet, and give birth to this river. Two miles from its source it is joined by the Owenmore or Big river. After winding its way through the valley, and collecting its tributary branches, it falls into Lough Allen about nine miles south of its source, having in this short course swelled to a considerable river, from fifty to sixty yards wide, varying in depth from five to ten feet." In addition, Lough Allen is supplied by the numerous streamlets which pour down the mountain sides which girt its shores.

With the exception of a small portion of the south-west shore, which is in the county of Roscommon, Lough Allen and the surrounding country are in the county of Leitrim. Lough Allen is bounded on the east by the mountains of Slieve-anierin, which extend to Swanlinbar, and whose highest summit is 1,922 feet; and on the west by the Braulieve mountains, being part of the chain running to Sligo bay, and whose crests, near the lake, attain an elevation of 1,377 feet. There are four small islets on the lake; but O'Reilly's, near the lower end, is the only one worthy of notice. Except at the summits, the acclivities of the mountains toward the lake are not precipitous; on the

contrary, they ascend in the most beautifully undulated forms. The husbandry is of the most wretched description, though both the knolls and dells, the hills and the dales are highly fertile, and capable of producing, under judicious treatment, the richest of upland pastures and the finest of green crops. The hills have long been bereft of their sylvan honours; and even the few thorns and hollies which are left, and, as it were, "woo us but to spare," are fast yielding to the ruthless hand of the destroyer. The shores are in many places highly varied; and altogether, the deep waters of the lake, and mountains around, though inferior to many of the wild and picturesque scenes which our island presents, are well worthy the attention of the tourist.

In another point of view this district is interesting. The lough may be said to divide the Connaught coal district—that of Arigna lying to the west, and Drumshambo to the east. The Arigna division, so designated from the river which waters the valley, contains the ruins of the iron works, more celebrated, unfortunately, for the litigations and blunders connected with their management than from their utility. The coal pits, however, on both sides of the lake are still worked, though in a very small and desultory manner. The iron works are near the foot of the lough, and about a mile from Carrick. Their fires have long been extinguished, but it is hoped that they will soon be rekindled. We may here refer to the iron works lately commenced by a Scotch company at Crevilly, which are noticed in connexion with the road from Carrick to Manorhamilton.

At Battlebridge, which is a little beyond the village of Leitrim, and about five miles from Carrick, the road to Sligo by Keadue and Ballyfarnon crosses the Shannon; passing *Drumheivney Lodge*, the residence of Mr. Latouche; and, at

nine miles, reaching the village of Keadue. This village is situated near the base of the Braulieve mountains, whose acclivities here partake of the fertile nature and fine forms referred to above. Two miles from Keadue is *Kilronan Castle*, the seat of Mr. Tenison. This beautifully-situated demesne includes the whole of the lovely Lough Meelagh, which is about three miles in circumference, with its charmingly wooded shores; and the prospects from the castle embrace the southern and contiguous slopes of Braulieve mountain, and a great extent of the waving country lying around. Adjacent to the demesne of Kilronan Castle is *Aldersford*, the residence of Mr. M'Dermot, and near the latter is the neat village of Ballyfarnon. In the churchyard of Kilronan, which is near Keadue, are the remains of an ancient church, and also of all that is mortal of Carolan, the last, and perhaps the most distinguished, of the Irish bards.

Keanbrook is about five, and the village of Kishcarrigan eight miles from Carrick, on the road to Balinamore. The village lies between the two small loughs of Scur and Kishcarrigan, and around the former and latter are *Letterfield*, *Dring*, and *Annadale*.

To the agricultural eye, how strange the contrast afforded by the tracts of country lying on the eastern side of the Shannon. On the north, the low tract of singularly varied lands as regards soil, shape, and culture, which we have essayed summarily to describe, where the husbandry and husbandmen are alike low in the scale; on the south side, the comparatively high, rich, and extensive pastoral district, generally occupied by extensive graziers, whose only care seems the numerical increase of their flocks and herds, wholly irrespective of the due culture of the very fertile lands over which they

roam, or the condition of those who tend them, and with whom husbandry and husbandmen are evidently alike disregarded.

Six miles from Carrick, on the Frenchpark road, is the hamlet of Croghan, close to which is *Croghan House*, the seat of Mr. Lloyd, and at eight miles, on the road to Roscommon, is the small town of

ELPHIN,

situated in the centre of the richest lands in the county of Roscommon, and, till 1833, the diocesan seat and constant residence for several generations of the bishops and deans of Elphin, and where also a well-frequented diocesan school has been long maintained, exhibits little but the most squalid misery. It contains, as usual, a R. C. chapel, a sessions house, and an inn, where cars can be obtained. The cathedral, dedicated to Assicus, is an ancient building, modernized, and now appears a plain structure. The old deanery house is now the inn; and is rendered conspicuous by a very fine evergreen oak, which somehow or other has been preserved. The present deanery house is about a mile west of Elphin, on the Roscommon road; and what was the bishop's palace is close to the town on the road leading to Boyle. It is a plain, substantial, old-fashioned, square building; and the extensive demesne lands around are remarkably rich. Since the union of the diocese of Elphin with Kilmore (the latter now being the place of residence), the palace and demesne have been let under the Ecclesiastical Commissioners.

A little to the north of the town is *Lissadarn*, and at a mile, on the road leading to Drumsna, is *Smith Hill*, where it is said Oliver Goldsmith was born; and where, at all events, his grandfather, the Rev. Oliver Jones, the curate of Elphin, lived. It is said that Goldsmith

received the early part of his education at the diocesan school of this town. *Mantua*, the seat of Mr. Grace, lies about four miles west of the town, on the road leading to *Frenchpark*; the other seats we have noticed in connexion with the preceding roads. Some of the grazing lands around Elphin are esteemed the richest of this very fertile district. The gentlemen's seats are thinly scattered. The greater part of the country, which is very bleak and unimproved, is appropriated to grazing; generally speaking, there is a great want of hedge rows; and with the exception of the gentlemen's seats, as far as the eye can reach, even from the summits of the long and gently flowing ridges into which the surface is dispersed, there is not a bush to be seen.

Cloonfad is about four, *Ashfortvale* five, and *Rockville* about six miles from Carrick, on the road to Strokestown. From a knoll behind the latter, on which the church of Aughrim is situated, an extensive prospect of the fine country is obtained.

Returning to Carrick, we resume our route to Sligo, and on crossing the Shannon enter the county of Roscommon, passing through a portion of the rich marshy grounds of this part of that county, which, after heavy rains, are flooded—whitened posts being erected to point out the roadway. We pass *Hughesstown*, about two miles to the north of which is *Cootehall*, the estate of Mr. Barton. The old hall of the Cootes now exhibits an uninteresting ruin; and nearly in the same direction, but on the shores of Oakport Lough, one of the enlargements of the Boyle river, is *Oakport House*, Mr. Molloy.

We now traverse the northern portion of the rich pastoral district of Roscommon, so well known to graziers as the plains of Boyle. This tract, which reaches far beyond the

vicinity of Boyle, is equal, in many places, to the richer parts of Meath, Limerick, and Tipperary; it extends southward over a large part of the county of Roscommon, and includes in its range the towns of Roscommon, Castlerea, Tulsk, Elphin, Frenchpark, and Strokes-town. Six miles from Carrick we reach *Rockingham*, the fine seat of Viscount Lorton. The spacious modern Italian mansion rises proudly over the southern banks of Lough Key, commanding a full view of that beautiful sheet of water, its numerous wooded islands, and surrounding shores—the park stretches around, containing a great extent of finely-diversified fertile surface. As this princely residence is almost solely the creation of the present Lord Lorton, with the exception of the natural wood around Lough Key, and on its islands, there is, comparatively, but a limited extent of old timber. When we add to *Rockingham*, Lough Key, three miles and a half long by two broad, with its numerous wooded islets, of which Trinity Island contains some romantic ruins, and Castle Island, containing M'Dermott's Castle (formerly the abode of one of the ancient chieftains of that name) re-edified and rendered habitable as an appendage, we may rank *Rockingham* among the finest of our country residences. The improvements are not limited to the demesne, they extend to the estate around, and to the town of

BOYLE,

where the sessions-house, hospitals, schools, the houses and offices for the agents of the Lorton estate, the police barrack, church, Methodist chapel, public garden—remarkable for its number and variety of evergreens, and the preservation of the fine ruins of the abbey of Boyle, one of the most interesting of all our ecclesiastical structures, mark, in a

high degree, the liberality and care of the noble proprietor, the Viscount Lorton. The town is pleasantly situated on the banks of the beautiful river that takes its name, and carries the surplus waters of Lough Gara and Lough Key to the Shannon, and near the foot of the Curlew hills, which here limit the counties of Sligo and Roscommon, and attain to an elevation of 863 feet. Boyle is one of the principal towns in the county of Roscommon, and carries on a considerable retail trade in the supply of necessaries for the surrounding district. It contains, in addition to the buildings we have enumerated, a union workhouse, a branch of the National bank, and an inn, where carriages and post-horses can be hired.

Although the town is wholly the property of Lord Lorton, yet there are long leases of certain portions of it over which his lordship has no control. This we notice to reconcile our general statement with the wretched aspect which these portions of the town present. The large infantry barrack, formerly the residence of the noble family of King, the ancestors of Lord Lorton, is a striking feature, and the remains of the fine abbey, founded in 1148, are very interesting. The historian, as well as the antiquary, will henceforth regard the abbey of Boyle with increased interest, from the importance of its annals, lately published.

To the farmer the rich lands in the southern vicinity of Boyle will be attractive; nor is the surrounding district, though bleak and wretchedly tenanted, generally speaking, devoid of interest. *Frybrook* is in the immediate vicinity of the town; Lough Gara is only about five miles from it; Lough Key, with *Rockingham*, we have already noticed; *Knockadoo* is on the road to Frenchpark; *Croghan*, Mr. Lloyd, on that to Elphin; and *Battlefield*, Mr. Knott,

on the hilly road leading to Ballymote.

The village and demesne of Frenchpark are nine miles from Boyle, on the road to Castlereagh. The demesne is the seat of Lord De Freyne. The mansion is a large baronial structure of one hundred years' standing; and the extensive plantations connected with the park are a feature in the bleak, dreary, and treeless country stretching far around. Between Boyle and Frenchpark there are large tracts of low boggy lands, particularly around the southern shores of Lough Gara, and even on the other sides of that large and, in outline, greatly-diversified lough, the scenery is uninteresting and the lands poorly cultivated.

About nine miles from Boyle, on the western shores of Lough Gara, and near the road to Ballaghaderreen, is *Coolavin*, the residence of Mr. M'Dermot, the lineal descendant of the princes of Coolavin, and who is still recognised and addressed as such by the peasantry.

Knockvicar, the residence of Mr. Peyton, is romantically situated on the Boyle river, about six miles from Boyle, on the road to Ballyfarnon. The river is there greatly augmented by the overflowing waters of Lough Key, and, by the aid of a canal, has been rendered navigable, thus connecting Lough Key with the Shannon.

The country between Boyle and Ballyfarnon is similar to that described above in connexion with Lough Allen.

Leaving Boyle for Sligo, the road ascends the Curlew hills, remarkable from their beautiful forms and the singular gaps which diversify their western summit, in the centre of which it enters the county of Sligo. In the ascent a view is obtained of the rich and undulating country around Boyle; of Rockingham demesne, including Lough Key studded with its wooded islets; and

of the greater part of the higher ridges of the counties of Roscommon and Leitrim. In descending, on the opposite side of the Curlew hills, a goodly prospect is obtained of the Sligo and Leitrim mountains, and underneath, Lough Arrow, with its beautiful islands, full in view. About four miles from Boyle, at the base of the Curlew hills, is the hamlet of Ballinafad, adjoining which are the picturesque ruins of the small castle also bearing that name, built by the M'Donoughs, once a powerful sept in this part of the country. Two miles beyond Ballinafad, on the banks of Lough Arrow, is *Hollybrook*, the delightfully-situated residence of Mr. Foliott; and on the opposite hilly shores of this beautiful sheet of water, the surface of which is diversified by four pretty islands, are Kingsborough house and the ruins of Ballindown abbey, the latter founded by the M'Donoughs in 1427 for Dominican nuns.

On the left, the flat-topped pastoral hill of Carrowkee rises to a height of 1,062 feet, and displays its steep escarpment to the road. In the same group of hills is Keshcorran, which attains to an elevation of 1,183 feet, and its western bold escarpment is penetrated by one or two interesting caves. These summits also afford extensive prospects of the singularly-diversified country lying around them.

As we proceed through this fertile, beautifully-diversified, but poorly-cultivated country, we pass on the right *Lakeview*. About thirteen miles from Boyle the hamlet of Drumfin is reached; a mile to the right of which is Cooper's-hill, the seat of Mr. Cooper; near it the village of Riverstown; and a mile on the left, on the road leading to Tobbercurry, is *Newpark*; and at four miles, the small town of Ballymote, which contains, in addition to a sessions-house, small inn, a church, R. C. chapel, and houses of

worship for Methodists and Presbyterians. The interesting ruins of the large castle of Ballymote, built by Richard de Burgo in 1300, and the ruins of the Franciscan friary, founded by the M'Donoughs, adjoin the town. In the friary was composed the Book of Ballymote, replete with historical interest.

The country about Ballymote, and for several miles around, is disposed in the most varied and in the most lovely forms. Taking Keshcorran as the axis, the little verdant hills blending with it, spread far around, and assume various forms, altitudes, and degrees of fertility, and the intervening low lands, susceptible of the highest improvement, are in many places, from the frequency of the little hills, almost overlooked.

Ballymote, and a large tract of the very fine country around it, is the property of Sir Robert Gore Booth, Bart. It is considerably improved and respectably tenanted.

Fourteen miles from Boyle, on the left, is *Clonymahon*; at fifteen and a half miles, near the village of Tubberscanavan, a spacious castellated gateway points out *Markree*, the fine seat of Mr. Cooper. This demesne is one of the most extensive in this part of the country; the large castellated mansion, the extensive offices, gardens, drives, picturesque lodges, together with the various bridges thrown across the river Arrow, winding through the demesne, in its progress to the sea, are all in keeping. Attached to Markree castle is an astronomical observatory, containing one of the largest achromatic telescopes in Europe. Two miles east of Markree are *Castle-Dargan* and *Castle Neynoe*.

A mile from Tubberscanavan we reach the village of Collooney, which contains a church and chapel; and two miles west of this village, on the road to Tobbercurry, is *An-nachmore*, the interesting seat of Major O'Hara, which is enlivened

by the Owenmore, running for a mile through the demesne. The extensive improvements connected with this estate reach far beyond the limits of the demesne; they surround the small and remote town of Coolaney, which is five miles from Collooney, stretching several miles along the slopes and base of the Ox mountains. Six miles from Collooney, also on the road thence to Tobbercurry, is *Temple House*, the beautiful seat of Colonel Percival, so called from its having been a settlement of the Knights Templars; and the extensive ruins of their residence, near the handsome modern house, still add to the interest of this place. In this demesne is a lake, of about one and a half miles in length, the surplus waters of which form the principal supply of the Owenmore river.

The Owenmore river, being increased by the Owenbeg stream, which runs through the town of Coolaney, precipitates its waters over a high ledge of rocks a little under the town of Collooney, forming not only a beautiful cascade, but impelling the machinery of two of the largest corn mills in this part of the country.

As we advance towards Sligo, at about two miles from Collooney, we reach the small town of Ballysadare, where we again cross the Owenmore, now increased by the river Arrow; and here their united waters, falling over a long series of shelving rocks of various heights, into the bay of Ballysadare, form decidedly the finest rapid in the kingdom. Advantage has already been taken of the different levels formed by the rocky ledges, for the erection of several extensive corn mills and stores, and as there is safe anchorage, and the means of forming a harbour immediately under the lowest fall, Ballysadare will soon become a place of importance. The ruins of the small abbey, founded by St. Fechin in the seventh

century, rising over the left bank of the rapid, add to the picturesque effect. Between Ballysadare and Collooney, the French, who landed at Killala in 1798, were unsuccessfully attacked by the late Lord Gort, who commanded a small body of militia and yeomanry.

About five miles from Ballysadare, on the road leading to Ballina, delightfully situated on one of the inlets of Ballysadare bay, is *Tanrego*. Leaving Ballysadare, we obtain a view of its bay, at the entrance of which the singularly-formed hill of Knocknarea rises to a height of 1,078 feet. This solitary flat-topped verdant hill, crowned with a large sepulchral tumulus, and terminated by a bold escarpment, which reaches down to the beautiful plain sweeping along the shores of the bay of Sligo, is a remarkable feature here, and along the whole line of coast. The road for the next three miles proceeds through a variety of marshy, rocky, and tillage grounds; and, gaining a considerable height, discloses to view the bay and town of Sligo, together with a rich and highly-diversified plain, which is bounded by lofty and picturesque mountain ranges.

SLIGO,

as a commercial town, is next to Galway, in Connaught. It has carried on for several years a large trade, both export and import, and is still increasing, notwithstanding the bad state of the harbour, and the obstacles presented by the bar. The exports are wholly limited to agricultural produce. The retail trade is extensive, articles of every description in demand being supplied to a large and populous district. A good deal of business is done in the town, and in connexion with the mills of Ballysadare, in the manufacture of flour and oatmeal. There are also several small breweries and a large distillery; a little is also done in the linen trade

—and we may add, that steamers now trade regularly to and from Glasgow and Liverpool.

The streets, in the older parts of the town, are narrow, ill paved, and badly suited to the bustle of an export trade. Convenient markets and large stores, however, have been erected, the quays have been greatly improved, as also all the avenues by which the town is approached. It has much more the appearance of business than any other town in Connaught, a circumstance wholly owing to the spirit and enterprise of its traders.

The public buildings are, the district lunatic asylum, a large and beautiful structure; the county court-house, a spacious and well-arranged county gaol, two handsome and commodious churches, a large R. C. chapel, Presbyterian, Independent, and Methodist meeting-houses; county infirmary, fever hospital, infantry barrack, and union workhouse. All these buildings, standing considerably apart, and occupying prominent situations in and around the town, contribute much to its general appearance. The fine ruins of the monastery, founded in 1322, by Maurice Fitzgerald, Lord Justice of Ireland, standing in that portion of the town belonging to Viscount Palmerston, are carefully preserved.

There are several hotels in the town, affording every accommodation for visitors.

The river Garroogue, which bears the surplus waters of Lough Gill to the bay, runs through the town; and from the dam thrown across, near the outlet of the river, for the use of the large flour mills, distillery, &c., it has all the character, even in summer, of a deep, broad river. The town is rather romantically situated; and from the hill, a little above the church of Calry, on which the remnants of an ancient fortification can still be traced, the traveller can, at a glance, command

its general outline, its public buildings, suburbs, and highly interesting environs.

No town in the kingdom enjoys a more diversified, a more beautiful, a more improved, or a more picturesque vicinage than Sligo. On every side it is highly interesting, whether regarded in a scenic or economic point of view; and almost every point is accessible from the excellent roads which have been lately formed. Two miles above the town, on the road leading to Manorhamilton, is *Hazlewood*, the seat of Mr. Wynne, the most delightful, perhaps, of all our country residences. This demesne enjoys more of the useful and beautiful combinations of natural scenery than any we are acquainted with. It is situated within two miles of the bay of Sligo, and at the same time secure from the injurious effects of the Atlantic storms—embracing the largest and finest portions of Lough Gill, which, in point of scenery, is inferior only to the Lakes of Killarney, and nearly surrounded by bold and singularly-varied mountain ranges.

Lough Gill is about five miles long, and from one to one and a-half miles broad. It is only twenty feet above the level of the sea. It contains two large islands—the Church-island, twenty-five acres in area; the Cottage-island, eight acres, and nine or ten smaller ones—many of them mere rocky islets, but all covered with wood, and sufficiently large to break and diversify the surface of the water. The larger islands, Church and Cottage, are well wooded, and otherwise characteristically improved—the former contains some interesting church ruins. Along the southern shores, the rugged gneiss mountains of Slieve Daeane and Slish rise abruptly from the water's edge to an elevation of about 870 feet above the waters of the lake. On the northern and western sides, the boundaries are less elevated, but they are gene-

rally romantic, everywhere beautiful, and in many places highly adorned. Though inferior in extent and variety, and wanting that grandeur which characterizes Killarney, Lough Gill possesses a very high degree of picturesque beauty; and, what is of some importance to the traveller, the shores are generally accessible from the excellent walks and drives which have been lately formed. The demesne, which is well arranged and beautifully planted, stretches for three miles along the west and north sides of the lake; and on the south side, its most important adjuncts, the steep acclivities of Slieve Daeane and Slish, are covered with copse wood and young plantations.

The lake is principally supplied by the Bonnett river, which runs through the small towns of Manorhamilton, Lurganboy, and Dromahaire, and bears along the waters of that part of the county Leitrim to the Atlantic.

To every admirer of natural scenery, judiciously assisted by the hand of art, the demesne of *Hazlewood*, now including *Hollywell*, will be interesting. Nor can we help observing, interested as we are in every thing tending to improve or adorn the country, that all the sylvan honours which grace the scene from the town of Sligo to the upper end of the lake, including the yew and arbutus, which Mr. Inglis and others mistook as the indigenous shrubs of the place, are the result of the labours of the late Mr. Wynne, who devoted a considerable portion of his long and honoured life to that, his favourite employment.

Cleveragh, the beautiful demesne of Mr. Martin, adjoins Hazlewood, and contributes much to the scenery of the river banks and lower end of the lake. From Cairns hill, which forms a part of the above demesnes, and rises to a considerable elevation over them, a comprehensive view is obtained of Lough Gill, Hazlewood,

and the mountains stretching far eastward; and on the west, Sligo, with its fine environs, together with the bays of Sligo, Drumcliffe, Ballysadare, and the Atlantic.

The road from Sligo to Dromahaire, which passes along the side of the Cairns hill, running for about two miles along the northern shores of Lough Gill, and through the romantic glen lying between the mountains of Slieve Dacane and Slish, presents many romantic, wild, picturesque, and beautiful scenes. From a small rock rising out of the wood which adorns the shores of Lough Gill, and which is about a mile east of the new Ballintogher entrance to Hazlewood, perhaps the best view of Lough Gill and its shores is obtained. The rock is just that height which exhibits the limited area of the lake, its shores, and little islands to most advantage. But from the drives lately formed along the copse-clad acclivities of Slish mountain, and around the planted slopes of the Cairns hill, magnificent views of different characters are obtained.

Percymount, the former residence of Sir Richard Gethin, Bart., now united to *Hazlewood* lies between the latter and *Hollywell*; and beyond the latter, on the old road leading to Dromahaire, on the northern shores of Lough Gill, and about six miles from the town of Sligo, surrounded by the most beautifully-romantic hills, are the ruins of Newtown Gore, once the residence of the ancestors of the present Sir Robert Gore Booth, Bart. Among the numerous villas which lie at from one to two miles north of the town, we may enumerate *Dunally*, and *Willow Brooke*, the lodge of Mr. Ormsby Gore. These places are situated near the base of Cullogeaboy mountain, which attains to an elevation of 1,430 feet.

On the headland lying between the bays of Sligo and Ballysadare, which embraces Knocknarea, there

are various seats and villas. Among them, on the north side, we may notice, near the town, *Kevinsfort*, Mrs. Dodwell, *Rathallan*, *Larkhill*, and *Prospect*; at two miles, *Cunmeen*, the dilapidated but beautifully-situated seat of the Ormsby family; and at three miles, on the slopes of Knocknarea, *Rathcarrick*, the residence of Mr. Walker. On the south side of this headland, and about four miles from Sligo, are *Seafield*, the seat of Mr. Phibbs; and at five miles, *Culleenamore*, the residence of Mr. Barrett. Two miles south from the town is *Cloverhill*, the residence of Mr. Chalmers.

Knocknarea is the most remarkable feature to the west of the town of Sligo. It rises, as we have before observed, 1,078 feet above the sea, presenting a singularly bold escarpment to the bay, whose waters almost lave its base. As a solitary, smooth, flat-topped, limestone hill, it stands in strong contrast with the sterile, rugged gneiss mountains which lie around it; and from its summit, which is easily gained and easily traversed, magnificent panoramic views of sea and land are obtained. The latter embrace all the mountains, valleys, and plains lying around and connecting with Sligo; and even far in the west the lofty summits of Croagh Patrick and Nephin are seen blending with the distant sky. The sea views comprehend all of the ocean that the configuration of our planet admits of, from the lonely stages of Broadhaven to the stupendous cliffs of Slieve League. The large mound that crowns the summit of the hill is one of those sepulchral tumuli frequently met with in different parts of the kingdom. The glen of Knocknarea, as it is called, is a chasm at the southern base of the hill, near *Seafield*. It is about three quarters of a mile in length, its width 30 feet, and the height of its mural-like boundaries about 40 feet. From the nature

of the disruption and the formation of the tabular limestone, the perpendicular sides of the chasm have all the appearance of ashlar masonry. The plantations along the top of the chasm add to its seclusion; while at the same time, its vertical sides are in many places adorned with indigenous trailing shrubs, and numerous species of ferns.

An excellent road runs around the base of Knocknarea, passing the various villas, &c., which we have above noticed. It makes from Sligo a circuit of about twelve miles; and from the vicinity of the lovely marine cottage of *Culleenamore* the most striking views of the escarpment of Knocknarea are obtained.

At the mouth of Sligo bay, and five miles from the town, is Inishmulclohy, or Coney island. It lies across the mouth of the bay, is about a mile and a quarter in length, by half a mile in breadth; and near it is Oyster island, on which are the metal man, (a beacon,) and the north and south lighthouses; and about two miles to seaward is the Black rock, on which is another lighthouse. On the neck of land lying between the bays of Sligo and Drumcliff are *Cregg House*, *Elsinore House*, and several other villas.

Four miles from Sligo, on the road thence to Ballyshannon, are the church and hamlet of Drumcliff, adjoining which are two ancient crosses, and the dilapidated stump of a round tower. This road runs for five miles round the base of Benbulbin, and exhibits this singularly-formed mountain in some of its finest points. In a geological point of view, Benbulbin is also highly attractive; in a botanical, it produces many of the rarest of our flora. It rises 1,722 feet above the sea, is easy of ascent, and commands, from its bold cliffs, views of the whole line of coast and surrounding country.

Benbulbin is precisely similar in its character and formation to Knocknarea, which we have just noticed. It is, however, 644 feet higher, and terminates on the west in the same bold manner; but instead of its escarpment dipping into a level plain skirting the shore, it blends with the high and bleak moorland that sweeps northward along the base of the range of mountains of which it forms a part.

Lissadill, the fine modern seat of Sir Robert Gore Booth, Bart., is seven miles from Sligo, and near the base of Benbulbin. The spacious modern mansion, the extensive park, the corresponding plantations, the beautiful gardens, and the arrangements of the grounds which constitute this large demesne, will not only interest those fond of rural improvements, but at the same time show how much may be accomplished by industry and perseverance, even in places such as *Lissadill*, which are greatly exposed to the fury of the Atlantic. The village of Johnsport adjoins *Lissadill*; and near it are the ruins of Dunfort Castle. The village of Carney is about a mile to the east of the demesne; and at Ballinfaile is a chapel of ease, erected by Sir Robert Gore Booth.

The strip of country west of *Lissadill* is very interesting, though not in a bold or picturesque point of view, but as exhibiting the inroads and devastating effects of the western ocean on a comparatively flat shore. Near the small fishing village and harbour of Raghly, which is four miles from *Lissadill*, and on the western side of the small peninsula which also bears that name, the naturally caverned limestone rock has aided in the formation of that remarkable feature, called here the Pigeon holes. At high incoming tides, particularly when impelled by the westerly winds, the sea rushes by various narrow subterranean channels into

a deep, open basin, at a considerable distance from the shore, where the agitated waters foam to an extent which is often terrific: at all times the hoarse murmurings of the retiring waves through the low vaulted caverns are sublime.

Adjoining Raghly, the devastating effects of the drifting sea sand along the flat shore, is seen to a fearful extent. The process has long been going on; but within the last thirty years it has greatly increased, and during that period hundreds of fertile acres have been covered. Instead of endeavouring to check the progress of the sand, as has been successfully done in many parts of the English coast, and in this very neighbourhood, by Lord Palmerston, till lately, both landlord and tenant retreated as it advanced—the latter, however, clinging to their wretched hovels so long as the roofs sustained the superincumbent mass of sand in which they were imbedded. Within these few years Sir Robert Gore Booth has also successfully staid the encroachments of the sand, and the hovels have disappeared. There are few more desolate scenes in our island than that which the once fertile plains of Raghly now present. It requires no stretch of the imagination, as at Bannow, in Wexford, to describe what may have been the appearances of this place; the remains of many houses can still be traced, and, till lately, at least a hundred inhabited huts, nearly overwhelmed, presented more the appearance of the dens of wild animals than the habitations of human beings. The fragments of the ancient church, with the taller of the rude tombs, are still seen peeping over the accumulating sand; and the ruins of *Artermor Castle*, the former seat of the ancestors of Sir Robert Gore Booth, Bart., the present possessor, still preside over the desolate scene. At the western point of this district the small but beautifully-verdant Knock Lane

rises to a height of several hundred feet from the water's edge; from it the whole of the adjoining tract we have hurriedly sketched can be distinctly traced, as also the mouth of Sligo Bay and the adjacent coast. Along the latter, from the numerous scattered rocks, the broken waves dash and foam with inconceivable fury against the low beetling headlands.

Returning to the Sligo and Ballyshannon road, at five miles from Drumcliff, and nine from Sligo, we reach the village of Grange. Adjoining the village is *Moneygold*; at two miles, near the shore, is *Streddagh*; and at the same distance, to the west of the village, *Mount Edward*. At four miles from Grange is the hamlet of Cliffoney, containing an inn, large chapel, and school-house, together with several good dwelling-houses, all erected by Lord Palmerston. His lordship has been engaged for several years past in improving this bleak poor tract of country. Among his operations we may notice: staying the progress of the drifting sand, by planting sea-bent; the reclamation of a considerable tract of peat; the general improvement of his estate and the condition of his tenantry; and the erection of a safety-harbour at Mullaghmore.

While the latter operations have been of a very useful, extensive, and, at the same time, expensive nature, there is less novelty about them than the former, namely, the retention of the loose sands by the sea-bent. This has been by far the most extensive and satisfactory experiment of the kind yet undertaken in this kingdom.

Along this part of the coast, the flatness and bleakness of the country is greatly relieved by the Bay of Donegal on the one hand, and on the other, by the bold and similarly-formed cliffs of Benbulbin, Benduff, and Benwicken. They produce a very striking effect from the singu-

larity of their shape, their high and bold escarpments, and their deep intervening glens. There are extensive tracts of sand hills along the coast; but, generally speaking, the shores from Sligo to Ballyshannon are tame and uninteresting.

Much has been done by Lord Palmerston and Sir Robert Gore Booth, the principal proprietors of this part of the country, to better the condition of the peasantry, to ameliorate the soil, and to introduce an improved and systematic mode of agricultural operations; but it requires a long time, and no ordinary share of skill and patience, to remedy the neglect of ages.

The small island of Innismurray, where till lately illicit distillation was carried on to a great extent, is four miles off Streedagh point. It contains some curious ruins of different ages, though all very ancient: in one of them is placed the figure of a man rudely carved in wood, called Father Molash, who is considered as the tutelary saint of the island.

The beautiful Glencar, with its lonely lake, lies at the southern base of that fine range of limestone mountains extending from Benbulbin to Glenade, and through which the railway from Enniskillen to Sligo is laid out. The principal summits of that range are Benbulbin, the King's mountain, and Truskmore, which, in the order stated, rise 1,722, 1,965, and 2,113

feet above the sea. On the other side the glen is bounded by Gullogaboy mountain, which attains an elevation of 1,430 feet, and, together with its connected hills, extend from the mouth of the glen to the vicinity of the small and romantically situated town of Lurganboy.

The glen, through which a new road has been run to Lurganboy, is about eight miles in length. The Lake of Glencar, which is about a mile and a-half in length, is five miles from Sligo. A considerable part of this glen belongs to Mr. Wynne, of Hazlewood, who, by judicious planting, has added to its natural beauties.

The general road from Sligo to Manorhamilton, by Hazlewood and Five-mile-bridge, presents scenes of a totally different character; no where do we remember such romantically beautiful, and, at the same time, such picturesque, combinations of mountains, hills, valleys, dells, and glens, as are exhibited from Sligo to Lough Doon, a distance of seven miles, and all around the head of Lough Gill, and particularly from the vicinity of Striff cottage, and the hills rising over Trawane bay.

We have thus briefly glanced at the more striking features in the country around Sligo, which contains more to interest the traveller than the neighbourhood of any other of our provincial towns, except Killarney.

No. 96.—DUBLIN TO SLIGO.

SECOND ROAD, BY CARRICK-ON-SHANNON AND BALLYFARNON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Sligo.
Dublin,	—	—	130½
Carrick-on-Shannon, as in No. 95,	—	99	31½
Leitrim,	8½	107½	28
Keadue,	5½	107½	22½
Ballyfarnon,	8½	111	19½
Coola Cross-roads,	9½	120½	10½
Sligo,	10½	130½	—

Carriers and others, with heavy loads, frequently travel this road with a view to avoid the Curlew hills, which lie beyond Boyle. To tourists, it leads to the interesting country lying around Keadue and Lough Allen, noticed in our preceding line, but beyond Ballyfarnon, up to which point we have already described the country as above, there is little to which we can direct the attention of the tourist till we reach the vicinity of Sligo. There are no public conveyances beyond Carrick, consequently the few who travel this road require to secure conveyances for the remainder of the journey at that town.

From Ballyfarnon to the vicinity of the demesne of *Castle Neynoe*, the road keeps, generally, along the southern pastoral slopes of the Braulieve mountains, noticed in No. 95, and through a dreary half cultivated tract of very improvable country, from Ballyfarnon to the Coola cross-roads, which lead from Collooney to Drumahaire.

At one and a-half miles from Ballyfarnon, *Annagh*, the residence of Mr. Fraser, is passed; and at nine miles we reach Coola cross-roads. Here the soil, scenery, and appearance of the country improves. As regards the former, the road now skirts the fine pastoral limestone lands which extend southwards to

Ballymote; and the scenery embraces, on the south, the mountain of Keshcorran and the Curlew hills which unite with it; and on the north, in closer proximity, the sterile but picturesque rocks of Slieve Daeane and Slish mountain. These are the gneiss mountains which overhang the lovely Lough Gill, and also add so much to the scenery of the remainder of our road. At two miles from Coola cross-roads *Castle Neynoe* is passed on the right; at four, on the same side, *Castle Dargan*; and, at five and a-half, Ballygawley lake is reached. This lake, which forms part of the demesne of *Markree*, the seat of Mr. Cooper, is beautifully adorned by surrounding indigenous and planted woods—among the former, the holly, the finest of all our native shrubs, is in abundance. The woods, contrasting with the sterility of the granitic rocks which rise around, give to this mountain pass a romantic and very striking character.

On passing the large corn-store of Mr. Culbertson, which seems judiciously erected here for the purchase of corn in its raw state, and the disposal of it in the shape of meal and flour, we soon clear the rocky defiles, when the Atlantic, the mountains, and all the beautiful country lying around Sligo, are gradually and beautifully displayed.

No. 97.—DUBLIN TO ROSCOMMON.

FIRST ROAD, BY MULLINGAR AND BALLYMAHON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Roscommon.
Dublin,	—	—	90½
Mullingar, by Rail, as in No. 16, .	—	50	40½
Moyvore, by Road,	12½	62½	28½
Ballymahon,	6½	69	21½
Lanesborough,	12½	81½	9
Roscommon,	9	90½	—

For notice of Mullingar, and the country around, see No. 16.

Ballymahon is often reached from the Castletown and Streamstown stations, No. 16, from either of which it is about fourteen miles distant. Lanesborough and Roscommon are also reached by Longford, the former being ten and a-half miles and the latter nineteen and a-half from that town. Except the mail-cars, from Mullingar and Longford, there are no public conveyances; but they can always be obtained at these towns, and generally at the Castletown station.

At seven and a-half miles from Mullingar we reach the small village, church, and glebe-house of Rathconrath, where the cross-road from Mullingar to Athlone, by Ballymore, branches to the left. Adjoining the village is the Rath, 470 feet in height, which affords extensive views of the beautifully-undulating country lying around. A mile to the south of the town is *Mount Dalton*, the former residence of the Dalton family, who were lords of Rathconrath: adjoining the house is the small lake of Mount Dalton. Two miles to the west, on the road leading to Athlone, is *Hallstown House*; and near it, *Corr House*; at four miles, *Toberville*, and *Ballinacor*; and at six miles, the small town, church, and chapel of Ballymore. The town contains a good public-house, where a car can be

hired. In its vicinity are the ruins of a church and castle, said to have been founded by the De Lacys in the early part of the thirteenth century; and about half a mile to the north of the town is Lough Sunderlin, with its little islets.

Proceeding to Ballymahon, at two miles from Rathconrath we pass on the right the hill of Skeagh, 426 feet in height, and which affords extensive views of a great part of the counties of Westmeath and Longford. *Oldtown* and *Rathcastle* lie about a mile to the north of Skeagh hill, and at two miles is *Mearescourt*, Mr. Meares. At four and a-half miles from Rathconrath we reach the small village of Moyvore, a mile to the north of which is *Ballincurra*, the residence of Mr. Digby, and near it are a chapel and Presbyterian meeting-house.

One mile from Moyvore we leave Westmeath, and enter the county of Longford; and at three miles reach *Newcastle*, the fine seat of the Hon. Harman King, which is finely situated on the banks of the river Inny, and where extensive improvements have been made.

BALLYMAHON,

which is situated close to the Royal Canal, contains a church, chapel, sessions-house, a large corn-mill, and an inn, where cars can be hired. It is watered by the Inny, and surrounded by a much better

looking and more improved country than we have just travelled through. The town, which principally consists of one very wide street, stretches along the side of a gently sloping hill, and, except the weekly corn market, carries on little business. Ballymahon appears to owe its name and origin to a castle founded here in 980, by Mahon, king of Thomond—but of which nothing now remains but some arches, on which a dwelling-house has been built. Near Ballymahon is *Moygh House*, the residence of Mr. Shouldham, *Castlecore*, and *Daroge*.

About three miles below the town the river Inny falls into Lough Ree, forming a considerable estuary, called the Mouth of the Inny; where, from the adjacent heights, Lough Ree is seen in its greatest breadth, being seven miles across. This part of Lough Ree possesses considerable attraction, and in some places much beauty. Along the shores, between the mouth of the Inny and Lanesborough, the wood of *Culnagore*, the lodge, church, and hill of Cashel, the bay and ruins of Eifeet, the Quaker's Island, or Inchcleraun, with its ecclesiastical ruins, Inchclaw, Inchcuagh, Incharmadermot, and numerous other islets, bold headlands, and sinuous bays, are, to the lovers of lake scenery, very interesting.

A mile and a-half from Ballymahon, on the road leading to Athlone, are *Ruthmore* and *Cartron*; at three miles, *Noughaval*; and near it, *Liskaquill*; *Litleton Lodge* is four miles south from the town, near the shores of Lough Ree; and *Kilcornan* and *Longfield House* are about five miles south, on the road to Ballymore.

About two and a-half miles on the Edgeworthstown road is *Dooryhall*, the seat of Mr. Jessop, and at the same distance, near the Longford road, is *Lisglassock*.

The village and church of Keenagh are about six miles north from Ballymahon, on the road leading to Longford; and close to it is *Moss-*

town, the beautiful residence of Mr. Kingston. This place, formerly the seat of the Newcomens, is interesting, from the neat manner in which it is kept, the old trees around it, and from the comfortable cottages of the labourers employed. The ruins of Moastown Castle are in the demesne, and there is a small Methodist chapel in the village. Six miles from the town, on the road to Rathowen, is the hamlet of Abbeyshrule, about a mile from which are *Taghshinny*, *Colehill*, and *Claghadoo*.

Resuming our road to Lanesborough, at two miles from Ballymahon, we pass, on the right, *Tirlickeen*, and on the left *Ledwithstown*, and soon reach the dreary bog lying between Ballymahon and Lanesborough.

This great tract of deep peat moss runs beyond the Shannon to the base of Slievebawn, and for several miles above the river. The poor straggling village of Lanesborough is on the banks of the Shannon, just where it leaves the river form, and emerges into Lough Ree. The best part of the town is on the left bank, or Leinster side of the river; that part on the right bank, or Connaught side, principally composed of a wretched assemblage of huts, is called Ballyleague. In connexion with the improvements on the Shannon, a fine bridge of six arches, with a swivel, has been built, together with the necessary quays, &c., rendering this neglected place, under due encouragement, one of the best circumstanced for trade on the lower part of the river. There is a comfortable small hotel in the village, where cars can be hired. The hotel is also the post-office and the principal retail shop between Longford and Roscommon.

Rathcline, the seat of Mr. White, is about a mile from the town, on the banks of Lough Ree; and from the high grounds near the house, a good view is obtained of the lake, and the naked boggy shores on the

Roscommon, or opposite side. This place stretches along the shores of the lough for a considerable distance—and, from its woodlands, is a feature in the bleak country lying around. About a mile to the north of the town is *Cloonbony*, Mr. Davis; at two miles, *Mount Davis*; and at four miles, *Mount Dillon*, Mr. Dillon. The country around is bleak, boggy, and uninteresting; and *Slievebawn*, which is only four miles west of the town, attains to an elevation of 857 feet, and is the great feature of the district, af-

fording a very extensive view of the country for many miles around; and from this hill the traveller can readily understand the character of this district.

On crossing the Shannon we enter the county of Roscommon; and pursuing our way through that portion of the boggy tract, which we have already stated runs west to the base of *Slievebawn*, we pass, about five miles from *Lanesborough*, *Beechwood*, and proceed through that part of the neighbourhood of Roscommon noticed in No. 98.

No. 98.—DUBLIN TO ROSCOMMON AND CASTLEREA.

BY ATHLONE AND KNOCKCROGHERY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Roscommon.
Dublin,	—	—	114½
Athlone, by Rail, as in No. 16,	—	78	36½
Knockcroghery, by Road,	18	91	23½
Roscommon,	5½	96½	17½
Ballintober,	11½	108½	6
Castlereagh,	6	114½	—

The public conveyances from Athlone to Roscommon and Castlereagh are Bianconi's well-appointed two-horse cars, which run daily in connexion with the trains to and from Athlone and Dublin.

Although this road skirts the western shores of Lough Ree for eleven miles, it does not afford a good glimpse of it; and, as there is no continuous road along the shores of the lough, we would advise those anxious to see its shores and islands to proceed by water from Athlone to *Lanesborough*. Boats for this purpose can easily be obtained at the former place. See No. 16.

The country between Athlone and Roscommon is diversified by low limestone gravel hills, which are irregularly dispersed over it, and separated, generally, either by

peaty or alluvial bottoms. In this respect it is similar to the district which stretches several miles westward, and noticed in No. 16.

Four miles from Athlone we pass, on the shores of Lough Ree, the residence of Mr. Hodson, and the pretty little wooded promontory which also bears that name; at six miles, *New Park*, the seat of Mr. Smythe, and at eight miles, *Gort*. At two miles to the right, on a bend of Lough Ree, called *Kilmore bay*, is *Carrowmore*, and a little beyond it, *John's Port* and *St. John's*. These residences, together with the chapel of *St. John's*, are beautifully situated on another inlet of Lough Ree, called *St. John's bay*; the interesting ruins connected with which, we have noticed at some length with the town of Athlone, in No. 16.

At ten miles from Athlone we pass on the right, *Killybrook*, adjoining which, on the shores of Lough Ree, are *Mount Plunket House*. At eleven miles, *Churchboro'* and *Scregg* are passed on the left; and at about thirteen miles the traveller reaches the village of

KNOCKCROGHERY,

which possesses a small church, glebe, and chapel; manufactures a few tobacco pipes; and has the advantage of a large annual sheep fair. The country to the west is agreeably diversified by the gravelly hills which are scattered through it; but northwards, along the shores of Lough Ree, it is flat and uninteresting.

About two miles from Knockcroghery is *Moate Park*, the seat of Lord Crofton. This demesne, from its extent, elevated position, and broad expanse of wood-land, forms a remarkable object in this bleak country; the hedge rows and cottages along the road also attract notice, as compared with the miserable huts we have passed. The mansion of *Moate Park* is a plain, large, substantial structure. Proceeding, we cross the small river *Hine*, which waters the demesne; passing *Carrowroe*, whose plantations, joining those of Lord Crofton, add much to the appearance of this bleak, but fertile, and naturally beautiful country.

ROSCOMMON,

the capital of the county whose name it bears, is situated nearly in the centre of the shire. It is a straggling, ill-built, and ill-arranged town, occupying principally the southern slope of a gently rising hill, with its miserable outlets stretching along the different lines of road by which it is approached. Its principal public buildings are a large modern court-house and gaol, church and chapel, an infirmary and fever-hospital, a small military bar-

rack, a union workhouse, and the other buildings and offices common to a county town. The town appears to owe both its origin and name to an abbey founded by St. Colman about the year 540. The chief antiquities, however, are the ruins of an abbey founded in 1257, by O'Connor, king of Connaught, in which, as a tomb indicates, he was buried; also the remains of a large and beautiful castle, said to have been built a few years afterwards by Sir Robert de Ufford. It stands at the northern end of the town, quite detached; and in its architecture is far superior to the generality of our castellated structures. Though occupying relatively a low position, greatly dilapidated, and unrelieved by either hill, tree, or water, it is still one of the most interesting of our ancient military buildings, and its occupancy was doubtless the cause of many a hard-fought contest.

In summer the town is badly off for water, yet notwithstanding that, and many other disadvantages, Roscommon has of late years improved in its new buildings, sales of corn and other country produce, as well as in the general retail trade. The town is part of the large estate of the Earl of Essex; and we sincerely hope that his lordship will not only assist in its further improvement, but direct that such may be effected on liberal and rational principles. At the different inns post-horses and carriages can be hired.

The town of Roscommon stands near the southern bounds of that rich grazing limestone tract, which runs northward to the plains of Boyle, a distance of twenty-four miles, and which we have also noticed in No. 95. This tract contains the most fertile lands in Connaught. The richer parts are principally held by the smaller proprietors and extensive grazing farmers; the inferior lands are occupied by a miserably poor tenantry. The sur-

face is in many places agreeably diversified by long and softly-swell- ing hills, seldom high, precipitous, or picturesque; the intervening low lands are morass, bog, and deep meadow land, nearly all injured by the sluggish streams which, generally speaking, are allowed to meander unrestrained, to overflow their banks, and saturate the soil. Except among the gentlemen's seats and the larger farmeries, which are but thinly scattered, there are no plantations, nor even hedges, and the country is devoid of natural wood. Every one conversant in rural affairs must regret to see so much of this fertile portion of the island in such a state of neglect.

Such, in common with the district above referred to, is the state of the country immediately around the town of Roscommon. Five miles and a-half north from the town is the fertile hill of Fairymount, still adorned with some of the remaining trees which formed the demesne of the Mills family. The hill is a remarkable feature, and it connects with the higher and more important hill of Slievebawn, which rises 857 feet above the sea, and is a very remarkable object for many miles around. About four miles from the town, near the road leading to Lanesborough, are *Beechwood*, the residence of Mr. Nolan, and *Kiltewan*, Mr. Maypothor. About three miles from the town, on the road leading to Elphin, is *Derrane*, Mr. Corr, and *Holywell*. Five miles on the Mount Talbot road, close to the river Suck, is the village of Athleague, near which is *Fortwilliam*, the residence of Mr. French; and a little farther up the river, *Castlestrange*, the seat of Mr. Mitchel. Three miles west from the town are the village, church, and glebe-house of Fuerty. Close to that village are *Coolmeen* and *Rockfield*. A mile to the west of Fuerty, on the right bank of the Suck, is *Castle Coote*. *Drumduff* and *Fairymount* are about

four miles from the town, near the road leading to Strokestown.

On leaving Roscommon for Castle-rea, at five miles from the former, and at two miles to the left of the road, on the banks of the Suck, is *Dunamon Castle*, the seat of Mr. Caulfield; and at seven miles on the right, *Runamede*, the residence of the late Mr. James Balfe, is passed. Near Runamede, on the right, are the churchyard and ruins of the round tower and church of Oran. *Glinsk*, the old family residence of Sir Joseph Burke, Bart., lies about four miles to the left—it is beyond the Suck, and in the county of Galway; and at twelve miles from Roscommon we reach the village and interesting ruins of Ballintobber Castle—supposed, however, to have been erected in the thirteenth century by some of the descendants of Roderick O'Connor, the last of the kings of the Irish race. In the course of the desolating feudal wars which followed that period, the possession of the castle and its territories was the cause of many a fierce contention. It subsequently passed into the hands of the Burkes of Ballydugan; and so late as 1784, the ancestor of the present O'Connor Don collected a mob of his retainers, and seized upon the castle and lands by open violence. They were dislodged by a party of military from Athlone; the Burkes afterwards sold the estate to the first Lord Hartland; and it is now in the possession of his son.

The dilapidated ruins of this once powerful castle are situated on the road side. It was a large quadrangular building, with towers of defence at each angle, and is still among the most imposing remnants of our ancient feudal architecture.

A mile to the right of Ballintobber Castle is *Willgrove*, the seat of Mrs. Sandford Wills; at three miles and a-half, *Milltown*, the residence of Mr. O'Connor; and near it, the

village of Castle Plunket, and *Heathfield*. At three miles from Ballintobber Castle we pass, on the right, *Southpark*, the residence of Mr. Balfe; and the park adjoining the small town of

CASTLEREA,

which principally consists of one long street, and is watered by different branches of the Suck, again uniting a little below the town. Little business is done, although there are no towns of any note nearer to it than Boyle, Roscommon, Tuam, and Castlebar. There are, however, a small distillery, brewery, and tan-yard, also two inns, a church and chapel, a sessions-house, and market-house. The demesne of *Castlereagh*, the fine seat of Mrs. Sandford Wills, as we have just observed, adjoins the town, and adds much to its appearance. This demesne, which is watered by a branch of the Suck, extensively planted, well laid out, and kept in excellent order, is open to strangers as well as to the inhabitants. The mansion and offices are plain, but spacious and commodious.

The country around Castlereagh is very flat, naked, and dreary, particularly to the west; and the good lands alternate with marsh and bog in constantly-recurring series. The few hills, which seldom exceed 400 feet in height, are thinly scattered; the gravelly ridges scarcely break the monotony of the surface, and the gentlemen's seats are few and far between.

A mile west from the town is *Cloonallis*, the residence of The O'Connor Don.

At four miles from the town, on the Ballyhaunis road, we pass *Cashlieve Lodge*, near which is Slieve

O'Flynn, a hill of 497 feet in height, which commands an extensive view of the naked plain lying around; and at five miles are the village, church, and glebe of Ballinlough. A mile to the north of the village is Lough O'Flynn. It is a small sheet of water, surrounded by bogs. About six miles from Ballinlough, and twelve from Castlereagh, is the small town of Ballyhaunis, where there are a small convent on the ruins of an ancient monastery, and several shops; and at the principal public-house a car can be hired. The surface of the country around this small and remote place is much more diversified than around Castlereagh; and there are a number of small lakes in the country lying to the north and west. Four miles south from Ballyhaunis is *Loyboy*, Mr. Nolan.

At six miles from Castlereagh, on the road leading to Foxford, is *Lough Glin*, the seat of Viscount Dillon. The large mansion stands on the bank of the small lough which gives name to the demesne; and the extensive plantations around render this place very conspicuous. It may be compared to an oasis in the desert, as the country around, as far as the eye can reach, though somewhat relieved by the low hills on the south, is bleak and interspersed with large tracts of peat and marsh. The remains of the old castle of Lough Glin are in the demesne; and near the deer park is a singularly formed massive circular fort. The small village of Lough Glin also adjoins the demesne.

A mile to the south of Castlereagh is *Harristown*; and at five miles, on the road leading to Tuam, is the village of Ballymoe, near which is *Turla*. At seven miles is *Springfield*, Mr. M'Dermott, and near it the village of Williamstown.

No. 99.—DUBLIN TO BALLINA,
WITH EXTENSIONS TO KILLALA AND BALLYCASTLE.

FIRST ROAD, BY LONGFORD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballina.
Dublin,	—	—	151
Longford, as in No. 95,	—	76½	74½
Strokestown,	14½	91	60
Tulsk,	6½	97½	53½
Frenchpark,	10½	108½	42½
Ballaghaderreen,	7½	116	35
Ballaghy,	10	126	25
Swineford,	7	133	18
Foxford,	8½	141½	9½
Ballina,	9½	151	—

SECOND ROAD, BY ATHLONE AND CASTLEREA.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballina.
Dublin,	—	—	162
Castleroa, as in No. 98,	—	114½	47½
Loughlin,	6	120½	41½
Ballaghaderreen,	6½	127	35
Ballina, by Swineford and Foxford,	35	162	—

Ballina to Killala, 8 miles.
Ballina to Ballycastle, 17 „

By the first road, on the arrival of the Dublin and Sligo mail-coach at Longford, another four-horse mail-coach, carrying passengers, is despatched to Ballina along this route. Conveyances of every kind can be hired at Longford, and cars can be obtained at the inns at Strokestown, Frenchpark, and Ballaghaderreen.

The second road is that now generally travelled, the journey being performed by day, whereas the greater part of the journey by the first road is performed by night. Both coaches run in connexion with the trains. On the first road the coach meets the night-train at Mullingar; on the second, the coach meets the day-train at Athlone.

For a description of the country from Athlone to Ballaghaderreen, see No. 98.

Leaving Longford, we pursue our way through a flat and featureless country; at four miles and a-half reach Richmond Harbour, or Cloondara, the terminus at this point of the Royal Canal, where, through the medium of the Camlin river, it joins the Shannon—thus connecting that river with the Liffey. Crossing Cloondara Island, which is formed by the junction of the Canal and Camlin river with the Shannon, we cross the latter by two bridges connected by a causeway, and at the village of Castletown or Termonbarry enter the county of Roscommon. *Brianstown* is about two

miles from Termonbarry, on the road to Newtown-Forbes.

The Shannon, which passes under the bridge of Termonbarry with great rapidity, is capable of affording an immense water-power. Above the bridge, the country bordering the river on either side is extremely flat; and beyond this the view is bounded by the woods of *Castle Forbes*, which skirt the shores of Lough Forbes, one of the Shannon's numerous enlargements. Below the bridge, the river steals its way through the centre of that dreary tract of bog and marsh stretching westward to the base of Slievebawn.

Our road from Termonbarry to Strokestown lies through a portion of the above tract which, with some intermission, extends northward along the Shannon's banks to Rooskey. From the Slievebawn ridge, the traveller can readily command an extensive view of nearly the whole county of Longford; and the silvery course of the Shannon, amid the dark browns and purples of the bogs, is easily traced. A considerable portion of the county of Roscommon can also be seen; but to those anxious to become acquainted with the topography of the surrounding district, we would recommend the ascent of Slievebawn, from the crest of which, 857 feet above the sea level, all can be distinctly seen.

Strokestown lies two miles from the northern acclivities of Slievebawn, at the commencement, in this direction, of that rich part of the county of Roscommon which we have noticed in Nos. 95 and 96. It appears to have been originally laid out as an appanage to the surrounding demesne of the late Lords Hartland, and now of their successor, Mr. Pakenham Mahon. The main street, which is 150 feet wide, is terminated at the lower end by the spacious entrance to the park, and at the upper end by the church.

The other streets have been laid out with some attention to arrangement, superior in this respect to the generality of the small towns in this district. It has, however, in common with them, its due share of poverty and miserable dwellings, which the unrestrained extension of it as a town has naturally increased. The weekly markets are comparatively large, and the quantity of corn yearly sold is very considerable. It contains a church, chapel, sessions-house, and an inn, where post-horses can be obtained; and, as we have before stated, the residence of Mr. Pakenham Mahon, to whom a large tract of the surrounding country belongs, adjoins the town. The mansion is a large substantial structure; and the extensive park contains many fine trees and some of the richest lands in the neighbourhood.

About two miles north from the town, on the road to Rooskey-bridge, are Kilglass lough, church, and *Gilstown lodge*, and several other small residences; and adjacent to that lough, is the arm of Lough Boderg, an enlargement of the Shannon, which reaches within three miles of Strokestown. At a mile and a-half from the town, on the Elphin road, is Annaghmore lough, contiguous to which are several comfortable farm houses. For five miles from Strokestown, on the south, west, and east, the country is studded with small loughs. In summer many of them are very insignificant; but in winter, and after heavy rains, their gleaming waters, as seen from the higher levels, have a pleasing effect, and tend much to diversify the scenery of this rich but very little adorned country.

Near the shores of the Loughs Finn, which are about two miles from the town, are the residences of *Mount Pleasant*, *Clonfinlough*, and *Clonfree*. *Castlenode* lies about a mile to the south; and on the north,

at three miles, are *Creta* and *Greyga*, and at four miles *Cloonakee*. These, and many other farm residences, are scattered throughout this very fertile district of country.

Leaving Strokestown, we have Slievebawn, the great feature in the landscape, on our left; and running through a low rich tract, which is much broken by isolated patches of bog and marsh, we reach the hamlet of

TULSK,

which is limited to a few cottages, a public-house, and a police barrack. It was formerly a place of some importance; and a monastery and castle were erected here early in the fifteenth century by the O'Connors. The latter was considered as one of the strongest in the kingdom; the only remains, however, are a portion of the abbey.

A mile to the north of the village is *Foxborough*, the residence of Mr. Taaffe; and at two miles is *Cloonyquin*, the seat of Mr. French. Close to the south of the village is *Cargin House* and demesne, long the residence of the Kellys. About a mile and a-half from the hamlet is *Toomona House*.

The most fertile vein of land in this rich district is around Tusk. The country is almost destitute of timber, or even thorn hedges, and the few seats, every where perceivable, appear as specks in the immense space, from the open nature of the country. The large grazing farms, stocked with the best descriptions of sheep and cattle, the long and gently swelling ridges into which the surface is disposed, with the intervening low flats of brown marsh and dark bog, while they show the sad apathy and carelessness of the proprietors, serve to heighten the depth of the surrounding verdure. On the whole, the general aspect of this part of the country, forms a striking contrast with the small farms and wretched

huts which prevail throughout the greater portion of the remainder of our journey.

At three miles from Tusk we reach the cross-roads—that to the south leading to *Rathmoyle*, the seat of Mr. Irwin, which is three miles distant; that on the north, leading to *Mantua*, the seat of Mr. Grace, which is about two miles distant. The small village of *Belanagare*, through which we pass, is six miles and three quarters from Tusk; adjoining it, on the right, is the demesne of *Belanagare*, the former residence of the ancestors of the O'Connor Don; on the left of the village is *Mount Druid*, the residence of Mr. O'Connor. At three miles from Belanagare we pass, on the right, *Bella*, Mr. French; and passing the abbey ruins of *Clonshanville*, which are close to the road on the right, at two and a-half reach the village of Frenchpark.

The village of Frenchpark, which we have already noticed in connection with Boyle, contains a chapel, several shops, and a small, comfortable inn, where cars can be hired. The demesne of Frenchpark, the seat of Lord de Freyne, which adjoins the village, is one of the largest in this part of the country. It is flat, but the soil is rich; and the park, which is extensively planted, forms a remarkable feature in the bleak country surrounding it. The mansion is a large square baronial structure, with the offices advancing in front on either side, connected with the main building by wing walls.

A great extent of deep flat bog lies around Frenchpark, diversified with gently elevated tracts of rich pasture lands; and scattered over the face of the district here, as in common with the whole bleak country from Longford to Ballina, may be seen those miserable groups of cabins, surrounded by the accompanying osier hedge.

The prevailing flatness is somewhat relieved by Buckhill, which, at four miles south-east from the village of Frenchpark, rises to a height of 416 feet above the sea, and to such a height above the adjacent extensive plain, as to command a view of the flat, bleak, boggy country lying around. The village of Breedloge, with its chapel, lies about two and a-half miles to the north of Frenchpark, on the road to Boyle. It takes its name from the sluggish river, on the side of which it is situated.

Lough Gara, also noticed with the town of Boyle, lies about five miles to the north of Frenchpark. It is about five and a-half miles long, and its breadth, which is very variable, is in some places three. Its principal supplies are the Breedloge, which forces its reluctant way through the reedy swamps lying between Castlereagh and Boyle, and the Lung, which discharges the waters from a considerable portion of the more easterly parts of the county of Mayo, as well as the waters of Lough Glyn and its adjoining turloughs. The eastern shores of Lough Gara are boggy, indented by numerous deep and narrow bays, with gently elevated intervening promontories. On the northern or Sligo side the Curlew hills rise to a considerable height, though at some distance from the shore; the southern side, along which our road lies, is flat and desolate. Crossing the river Lung, at five miles from the town of Frenchpark, we enter the county of Mayo, and soon reach the small town of

BALLAGHADEREEN,

which contains a sessions-house, market-house, chapel, a small infantry barrack, also a small inn, where a car can be hired.

Two miles and a-quarter from Ballaghaderreen, on the left of the road to Boyle, is *Edmondstown*, Mr. Costello; at three and a quarter,

on the shores of Lough Gara, is *Clogher*, Mr. Holmes, and at four and a-half miles is *Coolavin*, Mr. M'Dermott. A mile to the west of the town are the castle ruins; and at a mile and a-half is *Castle More*.

The flat tract of country through which we have travelled, is succeeded by a similar dreary district, in which hill and dale, bog, marsh, tillage and arable lands are in successive recurrence. In travelling from Ballaghaderreen to Swineford, we cross the ridge of sandstone hills which extend from the vicinity of Slieve Carna and eastward to Drumshambo, a distance of fifty miles, its breadth averaging four miles, and from several of the higher parts of the ridge extensive prospects of the extraordinary country lying around are obtained. This remarkable ridge, rising out of the surrounding calcareous plain, attains, at the Curlew hills near Boyle, to 863 feet. At six miles from Ballaghaderreen we pass the village of Bellahy.

SWINEFORD,

which possesses a church, chapel, sessions-house, several good shops, and an inn where cars can be hired, is watered by a small stream, one of the Moy's numerous supplies, and adorned by the plantations of *Brabazon Park*. This park, though in a very rough state, is a feature in this treeless country.

About two miles from Swineford we cross the Moy river, here an important stream, and proceed by a new line of road through a very diversified and picturesque tract of country, passing, at four miles from Swineford, along the shores of the small Loughs Callow, around which the scenery is very romantic, and soon reach the small town of

FOXFORD,

which is situated on the banks of the Moy, and within two miles of

Lough Cullin, the southern division of Lough Conn. About a mile below the town the Moy receives the surplus waters of these large and interesting lakes, and thence runs in beautiful meanderings through the marshy plain to Ballina.

The town of Foxford contains little to interest the traveller; it scarcely possesses a public-house worthy of the name. There are, however, a church and chapel in the town; also a sessions-house and police barrack.

Along the eastern shores of the lough, and along the Moy, the country is flat, dreary, and uninteresting; but on the east and south the mountains and picturesque hills serve in some degree to relieve the prevailing bleakness. The rugged, sterile, gneiss mountains of Slieve Gamph come within a mile and a-half of the town; and there Knockacleevean, the terminating summit, rises to a height of 912 feet; and near its base, on the banks of the Yellow-stream, are *Moorbrook House* and village of Church; and close to the town of Foxford is *Dovehall*. About two miles to the south of the town is Cloongee; and at three and a-half miles, on the road to Ballina by Turlough, and on the left bank of the Moy, are the ruins of Ballylahan Castle, the ancient fortalice of the MacJordans; and at three and a-half miles the very interesting ruins of the Franciscan church of Strade, which was also founded by the same sept. A house adjoining the ruins is inhabited by some monks of that order.

About two miles from Foxford, on the road to Pontoon bridge, is Dromman Forest, the largest remnant of natural wood extant in this part of the country. It belongs to the Earl of Arran. The Pontoon hotel is only four miles from Foxford, and the road to it lies along the eastern shores of Lough Cullin.

The hill of Carranarah—which immediately behind the town of

Foxford, rises to a height of 600 feet above the lough, the winter level of the lough itself being 42 feet—commands a good view of Loughs Cullin and Conn, and of the mountains lying around its northern shores, and generally of the poor, bleak, but romantic tract of country lying around Foxford.

Proceeding to Ballina we keep along the left bank of the Moy river, and at six miles reach *Mount Falcon*, the residence of Mr. Knox, where the extensive improvements which have been effected within these few years past, form a striking contrast with the sadly neglected, but in many parts very improvable country travelled through. At three and a-half miles from Mount Falcon we reach Ballina.

The town of Ballina is pleasantly situated on the Moy, one of our finest rivers, a little above the estuary. The river runs through the town, and here separates the counties of Sligo and Mayo. The part of the town on the Sligo or right bank of the river is called Ardnaree; but, generally speaking, is included under Ballina. In point of trade, extent, population, and improvement, Ballina is the third town in the large county of Mayo; and, but for the impediments which the sand banks present to the navigation of the estuary, would rank much higher than it does as an export town. Its trade, however, has of late years greatly increased, particularly in the corn and provision trade. The streets and shops are also greatly improved. There are a very spacious R. C. chapel, a venerable church, small Baptist and Methodist chapels, a large union workhouse, a sessions-house, two branch banks, and two good inns, where post-horses and carriages can be obtained. Unfortunately, like nearly all our towns, it has its ample quota of misery and wretchedness in its straggling outlets.

From the excellent salmon fishing the Moy affords—the fishery rank-

ing next in extent to the Bann—the liberality of the proprietors of the fishery, and its proximity to Lough Conn, Ballina is the resort of many anglers during the summer season. It is also the principal road to the wild district of Erris, and a considerable thoroughfare—the mail cars to Sligo, Castlebar, Foxford, Crossmolina, Belmullet, and Killala passing through it.

Lough Conn lies about three miles west of Ballina. It is, including Lough Cullin, from which it is only separated by a narrow neck of land, about twelve miles long, by two broad—bounded on the west by the hills uniting with Nephin, which lifts its huge dome 2,646 feet above the sea; and the other shores are considerably, though not very agreeably, varied by rough rocky slopes, precipices, and deep isolated bogs. A mile beyond the Pontoon bridge, which crosses the stream running from Lough Conn to Lough Cullin, and which is ten miles from Ballina, on the road leading thence to Castlebar, the Earl of Lucan, one of the principal proprietors of this district, has erected a small comfortable inn, known as the Pontoon Hotel, for the accommodation of strangers visiting this wild romantic region; and there are few more romantic spots than the neck of land which separates Loughs Conn and Cullin, the latter being the name of the southern division of the lough. The view from the rocky hill over the Pontoon bridge, comprehending a great part of Lough Conn, its bold shores, and islands, is striking; but the scene which is presented at about a mile from the inn, on the romantic road leading thence to Crossmolina, is one of the most sublime in the kingdom. It is from that point that Nephin, the glens, hills, rocky slopes, precipices, and picturesquely broken grounds immediately connected with it, are seen in, perhaps, their finest points of view.

Killala is about seven miles from Ballina, and there are few better roads than the new line from Ballina to Killala; but the district through which it lies is, generally, very poor, ill-cultivated, and bleak; and, besides, Nephin, and the other mountain ranges constituting the great features of this part of the country, there are few attractive objects.

At five miles from Ballina, *Broadlands* is passed on the left, near which are the church and Presbyterian meeting-house of Mullafarra; at six miles, near the bay, on the right, is *Crosspatrick House*; on the left, the small lake and small castle ruins of Meelick; and as we approach Killala, the rich surface is disposed in the most beautifully diversified and picturesque shapes.

To the lovers of marine scenery, however, we would, in fine weather, recommend the old coast line, even at the expense of a very hilly bad road. By that line we pass close to the town, *Belleek Castle*, the residence of Mr. Howley, and adjoining it is *Belleek Manor*, the fine seat of Colonel Knox. About four miles on the old hilly road leading to Killala, situated in a sequestered dell among the waving grounds which lie along the left bank of the estuary of the Moy, stand the interesting ruins of the Abbey of Rosserk, and near it *Rosserk Cottage*; at five miles the ruins of Ballysakeary, and at six miles the beautiful remains of the Abbey of Moyne.

Among the numerous remnants of ancient ecclesiastical edifices which we possess, there are none more perfect, or from situation more interesting than Moyne. Though, with the exception of the tower, roofless, the walls of the church, cloisters, and convent still remain entire. It is difficult to conceive a spot more suited to the seclusion of a monastic life, than that on which the abbey stands. It lies in a sequestered pastoral district, on the banks of the

bay, about a mile and a half south from the town of Killala, watered by a small rill, which, dipping into the granular limestone, rises again under the church, and waters the convent.

From the top of the tower, the ascent to which is both easy and safe, a good view is obtained of the entire building, with its localities, the surrounding country, the bay, whose smooth azure waters are diversified by the island of Bartragh, and the accompanying ridges of long, low, white-crested sand-hills. On the sandy island of Bartragh, which is about a mile from the shore, is *Bartragh House*, the residence of Mr. Kirkwood. These sand-hills, scattered throughout the bay, have a very extraordinary and picturesque appearance; and though by their shifting, they seriously impede the navigation, they do no harm inland by drifting, as on shores exposed to the fury of the west winds.

The small town of Killala, which never was a place of much importance, has fallen off considerably in consequence of the abolition, or rather the consolidation of the episcopal see with Tuam. The late diocesan house and lands are now let under the Ecclesiastical Commissioners. The old cathedral, dedicated to St. Patrick, is a small plain structure, but venerable from its antiquity; and the round tower, standing on an eminence in the town, is one of the most conspicuous of these singular erections. There are also a commodious R. C. chapel, Methodist meeting-house, and a small inn where cars can be hired. Of late years the shipping has greatly decreased—it is now very trifling—the principal business, both import and export, being done at Ballina. The fishery still exists; also several shops for the supply of the town and limited district around.

The line of adjacent coast, usually included under Killala bay, is con-

siderably indented and characterized by bold headlands. In a creek lying between Ross-point and Kilcummin Head, in Kilcummin bay, four and a-half miles north from Killala, about one thousand of the French, under General Humbert, made a hostile landing in 1798, were joined by the insurgents, marched to the vicinity of Sligo, where they withstood an attack of yeomanry, under Lord Gort, and finally surrendered to General Lake, at Ballinamuck, near Longford; *Farmhill*, Major Gardiner, lies about five miles west from Killala, on one of the roads leading to Ballycastle; and from two to three miles in the same direction, are *Smithstown* and *Courthill*. In that direction the country, which is watered by the Cloonaghmore river, contains, with many isolated tracts of bog and morass, a considerable extent of good tillage and pasture lands.

As we proceed along the coast we pass on the left, in the vicinity of the town, *Castleren*, the seat of Mr. Knox; and at two and a-half miles from Killala we reach the hamlet of Palmerstown, situated on the left bank of the Cloonaghmore river, which discharges the waters of the district lying southward into the small bay of Rathfran. Palmerstown is part of the estates of one of the principal proprietors in this district, Sir Roger Palmer, Bart.; and the ruins of *Palmerstown House*, the old family mansion, which was destroyed in 1798, are close to the road. At three and a-half miles from Killala, on the right, is *Summerhill*, near which are extensive Druidical remains, and the church ruins of Rathfran; at five and a-half, Carrowmore; and at seven miles, *Castelacken*, the seat of Colonel Knox; at two miles and a-half beyond which is the village of Rathlacken.

This village is situated close on the shore, which is rocky and bold. Benwee, or Kilcummin Head, which is about two miles south from the

village, rises only 92 feet above the sea; and Downpatrick Head, a remarkable point on this line of coast, which is four miles north-west, is only 126 feet. Connected with Kilcummin Head, is Lackan bay; and Doonbristy, a detached mass of Downpatrick Head, is a remarkable local feature. On Downpatrick Head there are some ancient ruins. A very heavy sea rolls along this line of coast, and the headlands are greatly exposed to the fury of the Atlantic surge. On the eastern sides and more sheltered slopes of these headlands, however, the soil is very fertile, and generally appropriated to grazing.

The small village of Ballycastle is situated about a mile from Bunatrahir bay, and three and a-half miles south-west from Downpatrick head, and about sixteen miles from Ballina. There are two good roads to it from Ballina, nearly equidistant; one through Ballinglen, the other by Killala and Palmerstown.

Ballycastle is a coast-guard station; and, under proper encouragement, well situated for sea-bathing. It contains a church, chapel, and a small inn where cars can be hired, and is watered by the Ballinglen

river which falls into the bay of Bunatrahir a little below the town. Ballinglen, through which the road from Ballina by Farmhill approaches Ballycastle, exhibits for a short distance some wild and romantic scenery; the hills which limit it rising from 700 to 900 feet above the sea.

At Ballycastle may be said to commence the mountain district generally comprehended under Erris, which stretches westward to the Atlantic; and hence a new line of road has been formed, which keeps for eight miles along the shore.

About four miles from Ballina, on the sea-side road leading to the village of Easky, are the hamlet and ruins of Castle Connor; at five miles, *Moyview*; near it *Castletown*; at six, *Scuramore*; and at seven miles the small village of Inishcrone. The arid sand hills clustered about the mouth of the Moy, partially covered with sea-bent, and tenanted only by rabbits and sea birds, while they are highly injurious to the navigation of the Moy, break and diversify its lucid waters, and, from their picturesque outlines, add much to the interest and beauty of this part of the coast.

No. 100.—DUBLIN TO BALLINA.

THIRD ROAD, BY BOYLE AND LOUGH TALT.

TABER OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballina.
Dublin,	—	—	147½
Boyle, as in No. 95,	—	108½	39½
Gorteen,	9½	118	29½
Tobbercurry,	10	128	19½
Banada,	4	132	15½
Lough Talt,	6	138	9½
Ballina,	9½	147½	—

There are many interesting portions of country connected with this line of road as well in an agricultural as in a scenic point of view.

The only inn is at the small town of Tobbercurry. In this case it will be necessary for the traveller to procure a conveyance at Boyle; and he

can also previously arrange to have horses to meet him from Ballina at Lough Talt.

Leaving Boyle, and the fertile lands in its vicinity, at about three and a-half miles from that town we leave the county of Roscommon and enter Sligo, in which we continue till we reach the neighbourhood of Ballina. We keep between the base of the Curlew hills, and the northern shores of Lough Gara; and passing the ruins of Moygara Castle, we proceed through a country which is considerably diversified by rock, marsh, pasture, and tillage lands.

Passing, at about nine and a-half miles from Boyle, Redhill, we leave Lough Gara, and proceed through an elevated rocky tract to the village of Gorteen, where there are a chapel, public-house, and police barrack. Near Gorteen is Kilfree church, and the cross-road from Ballaghaderreen to Ballymote passes through the village. From this we proceed through a flat tract of country, having the Owenmore stream, one of the tributaries to the Boyle, on our right for the next three miles; and at five and a-half miles from the village of Gorteen we reach the vicinity of the hamlet and chapel of Bunnanaddan.

The country around that hamlet is beautifully diversified with low fertile hills, which trend along to the hill of Keshcorran, and the more elevated ridges lying to the west and north.

The *Cottage* and castle ruins of *Doo Castle*, the residence of Mr. M'Donnell, is about two miles to the left, on the cross-road leading from Bunnanaddan to Bellahy; and near it the hill of Brackloonagh (309 feet); and at seven miles, in the flat boggy country which extends in that direction, is *Clewmore*. At two miles from the above cross-road, on our way to Tobbercurry, we pass on the right *Chaffpool*, Mr. Armstrong, *Roadstown*, and *Achonry House*. Before we reach Tobber-

curry a considerable tract of craggy country is travelled over.

The village of Tobbercurry possesses a church, chapel, sessions-house, and market-house; also a small inn where cars can be hired. Four miles from the village, on the road to Collooney, is *Streamstown*; and at the same distance, but a mile to the south of Streamstown, are the glebe and church of Achonry, around which is a tract of rich lands. The country to the west and south of the town contains large tracts of peat, and also very inferior lands.

Four miles from Tobbercurry are the hamlet, friary ruins, and demesne of *Banada*—the latter the seat of Mr. Jones. The interesting ruins are situated on the banks of the Moy, here a beautiful stream, adding very much to the character of this remote but romantic locality.

At about three miles from Banada we pass on the right *Cloonbarry*, and the road which runs along the base of the Ox mountains to Coolaney; and at five miles reach Lough Talt. The lough is about one and a quarter mile long, by half a mile broad, and is surrounded by hills, which attain an elevation of 1,363 feet—the lake itself being 455 feet above the sea level.

The scenery is wild, and all around has a desolate character. At the head of the lake is *Glenesk Lodge*, the residence of the late Mr. Taaffe, and now, with the adjoining tract of 1,600 acres, in the possession of the Waste Land Improvement Company; and, for so far, was the principal scene of their operations.

On passing the lonely Lough Talt, the traveller ascends along the sides of the moorland hills to a considerable elevation, whence, and still better from the adjacent heights, he surveys on the one hand, the romantic glen he has travelled through, and a considerable tract of the country lying to the south; on the other hand, he commands

the whole of the plain stretching along the coast from Sligo to Ballina, the bay of Killala, the mountains of Erris—and in the distance, the bay of Donegal, with the remarkable summits rising from its bold but remote shores.

A mountain road runs from the head of Lough Talt to Lough Easky, distant five miles. It is situated about 150 feet higher than Lough Talt, and surrounded by mountains, which also attain about 1,300 feet—the general height of this part of the Ox mountains.

From the summit of the road we

cross the moorland tract which stretches along the northern base of the Slieve Gamph mountains; and, before we reach Ballina, cross a neck of the county of Mayo, on which are the village and chapel of Bunnyconnellan, and at which point we are only three and a-half miles from Ballina; and apart from the scenery which the higher parts of this district afford, there is little in the rough moorland and half cultivated country travelled through, likely to interest the generality of travellers.

No. 101.—DUBLIN TO BALLINA.

FOURTH ROAD, BY BOYLE, BALLY SADARE, AND DROMORE WEST.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballina.
Dublin,	—	—	159½
Ballysadare, as in No. 95,	—	128	31½
Dromore West,	16½	144½	15½
Ballina,	15½	159½	—

There are regular conveyances between Mullingar and Sligo; and mail and other cars run between Ballina and Sligo, passing through Ballysadare. As conveyances cannot always be hired at Ballysadare, should the traveller not meet the post-cars, he will require to proceed to Sligo in order to obtain a conveyance, and return to Ballysadare, thus increasing the journey ten miles.

The road lies generally along the coast, that is, in no place is it more than three miles from the sea. The old road, running nearer the shore, is still kept in repair; but it is in many places very hilly, and seldom travelled, except by those who have business in that direction. The district through which we travel from Ballysadare to Ballina, is bounded on the south by the Ox and Slieve Gamph mountains, which stretch

westward from Ballysadare to Foxford; and on the north, by that part of the coast reaching from the bay of Sligo to the bay of Killala. The country is very bleak, almost wholly destitute of timber, and principally occupied by poor small farmers. The soil is very variable, consisting of a variety of eraggy land, rich arable, pastoral moorland, and deep bog. The above mountain ranges, Slieve Gamph and Ox mountains, are separated by the valley which contains the lonely Lough Talt.

On leaving Ballysadare we skirt, for several miles on our left, what are here termed the Ox mountains—a chain of rugged gneiss hills, whose summits range from 600 feet near Collooney to 1,600 feet near Lough Easky, and whose broken slopes and precipices are greatly diversified by numerous patches of tillage; and on our right the solitary hill of Knock-

narea, noticed at length in connexion with Sligo, No. 95. At five miles from Ballysadare we pass the church and glebe-house of *Beltra*; and on the right, *Tanrego*, the handsome marine seat of the late Col. Irwin. At seven miles, near the base of the Ox mountains, is *Longford*, the residence of Sir Malby Crofton, Bart.; at nine, also on the left, and surrounded by a fine pastoral district, is *Leekfield*, Mr. Weber; and near it the glebe-house and church of Screen. We soon pass *Seaview House*, on our right, also the church and glebe-house of *Dromore*; and at sixteen and a-half miles from Ballysadare reach the small poor village of Dromore West, situated close to the Easky, a brawling mountain rivulet, which bears away the waters of the small Lough Easky, and of the adjacent high country, over a rocky bed, and through very picturesque banks. Adjoining the village is *Dromore House*; at four miles to the right of Dromore West, on the old road leading from Sligo to Ballina, close on the shore, near the straggling village of Easky, is *Fortland*, the seat of Mr. Jones.

From Ballysadare to Dromore the road lies through a fertile and comparatively well-cultivated country, enjoying good views of the coast, including Aughris head, a low headland, against which the waves beat with great force, and of several of the higher mountain ranges in the counties of Sligo and Donegal; but beyond Dromore a vast extent of

dreary bog opens to view. This dark heathy plain follows the Ox mountains on the left, which trend away to the south. On the right it is less extensive, blending, at no great distance from the road, with the flat and mixed marsh, pasture, and arable lands, which stretch along the coast from Easky to Ballina. This waste, which under proper management is susceptible of the greatest improvement, is again succeeded by a more fertile soil, which, under various modifications of hill and dale, extends several miles westward.

The country from this point to Ballina we have generally noticed in connexion with that town.

As we approach Ballina the aspect of the country improves, the extensive plantations of *Belleek Manor*, the seat of Colonel Knox Gore, crowning the left bank of the Moy, and embosoming his modern Elizabethan mansion; *Belleek Castle*, the residence of Mr. Howley, which tops the knoll overhanging the river; the Moy, one of the finest of our rivers, with its ample and picturesque tributary, the Bunree, rushing over its rocky bed; the spacious bridges, with their broad avenues; the town rising on the opposite bank of the river, with Nephin, the most gigantic of our domical mountains, in the background, are all seen in succession, and fully recompense us for the bleak unwooded scene we have just traversed.

No. 102.—DUBLIN TO WESTPORT.

FIRST ROAD, BY ATHENRY AND CASTLEBAR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Westport.
Dublin,	—	—	174½
Athenry, by Rail, as in No. 16,	—	113½	60½
Ballyglooneen Cross-roads, by Road,	8½	122	52½
Tuam,	7½	129½	45
Roundfort,	14	143½	31
Hollymount,	14	145	29½
Ballyglass,	7½	152½	22
Castlebar,	11	163½	1
Westport,	11	174½	—

Along this line the mail-coach and Bianconi's cars now proceed, running from Athenry in connexion with the trains. The country, the seats, and the rural improvements now in progress around Athenry, we have noticed in connexion with that town, No. 16. Like the greater part of this central portion of the county of Galway, the country between Athenry and Tuam is bleak and dreary, the soil inferior to what is usually met with, and the surface much diversified by low rocky hills, marsh, bog, and pasture lands. At three miles, we pass on the right *Castle-Ellen* and *Bellville*, also noticed in No. 16, near to where the roads branch off to the village and demesne of *Monivea*, and, passing the hill of *Tobber-Patrick*, we reach *Brooklodge*, the residence of Mr. Blake, where the roads diverge to Galway and Ballinasloe. Near this is *Annagh*, the seat of Mr. Bodkin, and the residences of *Ardskea* and *Ardskea-beg*. At four miles, on the road leading to Galway, are *Corofin Lodge* and village.

About two miles to the east of *Brooklodge* is *Knockroe*, the highest hill in the district, though only rising 557 feet above the sea. It commands, however, extensive prospects of the generally flat country lying around.

Two miles from *Brooklodge*, on

the road to Ballinasloe, are the venerable ruins of *Abbeyknockmoy*, and from two to three miles from the abbey, on the same road, are *Abbert*, the seat of Mr. Blakeney, and the residences of *Newtown* and *Moynes*. At three miles from *Brooklodge*, on our road to Tuam, *Ballinderry*, the residence of Mr. Nolan, is passed. Adjacent to this place, *Thurloughmore*, the largest of the winter lakes, common to the caverned limestone formations of this district, is also passed. This basin is remarkable in winter from its great extent of limpid water, being three miles long by one broad, and in summer, from the smoothness, firmness, and fertility of its verdant pastures.

Between *Ballinderry* and *Tuam* an extensive flat tract of peat-moss is crossed, which the fertile lands around the ancient episcopal town of *Tuam*, however, soon make amends for.

Tuam, in its ecclesiastical history, boasts of very high antiquity. In the sixth century, a religious establishment was founded by St. Jarlath, and a priory, founded by *Tirdelvac O'Connor*, king of *Connaught* in 1140. These, and several other churches were, it appears, destroyed by fire in 1244. It is, however, still of importance in an ecclesiastical point of view, being the seat of the bishop of *Tuam*, and

also of the titular R. C. archbishop of the diocese. Under the care of the latter is the College of St. Jarlath, for the education of R. C. priests, and connected with his episcopate, the cathedral of Tuam, one of the finest of the modern R. C. churches in Ireland. The Protestant cathedral, a portion of the older structure, is an ancient edifice. The diocesan house of the bishop of Tuam adjoins the town; and the plantations of his demesne add considerably to the appearance of its environs. The residence of the R. C. archbishop is a small plain building, near his cathedral.

None of the inland towns in Connaught have improved more than Tuam within these few years. It is now a great thoroughfare, carries on a considerable retail trade, and affords weekly buyers for a large share of agricultural produce. Several useful improvements have been made in widening the streets, erection of schools, and other public institutions; but still the most squalid poverty prevails in many parts of the town, and in the wretched outlets. In addition to the churches, the town contains a union workhouse, a sessions-house, a branch-bank, and two inns, where horses and post-carriages can be hired, with dispensary, fever hospital, &c.

The country around Tuam, though containing a great extent of good pasture and tillage lands, is, generally, bleak, flat, and destitute of planting; that to the south is remarkably so, and contains several of these vast winter accumulations of water, here called turloughs. In summer, however, the beds of these loughs afford excellent pasturage, and, as has been quaintly observed, on them horse and boat races are alternately held. The stream which waters the town of Tuam runs into Thurloughmore, one of the largest of these loughs, and their united waters are dis-

charged into Lough Corrib by the river which runs past the interesting abbey ruins of Clare-Galway. In several places the water of these lakes sinks into the natural subterranean conduits common to the limestone formation of these parts, by which it is conveyed to the lower levels. Five miles from Tuam, on the Headford road, is *Castle-Hacket*, the fine seat of Mr. Kirwan. This demesne includes the northern and beautifully-wooded acclivities of Knockaha, which, though only attaining to 549 feet, is the principal feature in this district; and from its summit, which contains some prostrate church ruins, extensive prospects are commanded of the vast tract of arable and pasturable country lying around, of Loughs Corrib and Mask, and of the Connemara and Joyce Country mountains.

About nine miles north-east from Tuam, on the road to Castlerea, is the small town of Dunmore, or, as it is generally called, Dunmore West, to distinguish it from Dunmore East, in the county of Waterford. Dunmore contains a church, chapel, a small court-house, and an infantry barrack; also a small inn, where cars can be hired. The church is attached to the ruins of the ancient friary; and there are also in the vicinity the picturesque remains of an old castle, founded by the Berminghams. Adjoining the town is *Dunmore House*, the seat of Sir George Shee, Bart., and at two miles south from the town is *Carrownryla*, Mr. Hancock.

From Tuam to Dunmore the road lies through a good tract of sound pastoral lands, well adapted to sheep farming; and around Dunmore, the surface undulates beautifully, and both hills and valleys are very fertile.

About three miles to the north of the town the Slieve Dart hills rise to an elevation of about 500 feet; and across this ridge, the road to the village of Ballyhaunis and dis-

district around it is carried. The country for many miles around Dunmore consists of a series of low rounded pastoral hills, with intervening boggy flats—all very susceptible of great improvements. It is, however, generally very bleak and dreary—scarcely a tree, or a house worthy of the name of a gentleman's residence, to be seen, even from the crests of the higher hills.

From Tuam to Castlebar our way lies through a generally flat, and as regards quality, very variable tract of country.

On clearing the long and straggling suburbs of Tuam, the traveller passes, at two miles from the town, on the left, the round tower and church ruins of Kilbennan, at five miles, on the right, *Castlegrove*, and at seven miles, *Blindwell House*, Mr. Kirwan, beyond which he enters the county of Mayo. At eleven miles, *Annefield* is passed on the left, and *Mount Jennings* on the right; at thirteen, the road passes through the village of Roundfort, and soon reaches the small village of

HOLLYMOUNT,

which is watered by the Robe, and contains a handsome church, and a small inn where conveyances can be hired. It is the regular posting stage between Tuam and Castlebar, and, being situated where the roads to Clare and Ballinrobe, &c., branch off, is a considerable thoroughfare. The vicinity of Hollymount is also adorned by the extensively planted and improved seats which lie around it, viz., *Hollymount*, Mr. Lindsey; *Bloomfield*, Mr. Rutledge, and *Cloon-cormick*.

Seven miles to the north of Hollymount is the town of Clare, the largest and best circumstanced for retail trade among the numerous small towns in the county of Mayo. Close to it is *Claremount*, the seat of Mr. Browne; and two miles south of it, *Castlemacgarret*, the extensively wooded demesne of Lord Oranmore.

This is considered one of the most ancient seats of the Brownes of Mayo, and the timber the oldest in the county. Adjoining the latter is the village of Ballindine, and between Castlemacgarret and Clare is *Brookhill*, the neat villa and well-managed farm of Mr. Lambert. Five and a-half miles to the left of Hollymount is the town of Ballinrobe, the particulars of which, and its vicinity, are noticed in No. 103.

From Hollymount to Castlebar, at least for the greater part of the way, our road lies through that fine pastoral district of country known as the plains of Mayo. On the left the mountains of Connemara and Joyce Country, present their towering outlines, and form a great relief to the flatness and monotony of the country through which our road from Tuam to the vicinity of Castlebar lies.

Four miles from Hollymount we pass, on the left, *Newbrook*, the dilapidated seat of Lord Clanmorris, and at seven miles reach the hamlet of Ballyglass.

Adjoining Ballyglass is *Mountpleasant*; at two miles to the west of the village is *Tower Hill*, Mr. Blake; and at three miles, beautifully situated on the shores of Lough Carra, is *Moore Hall*, the seat of Mr. Moore. There are several church and castle ruins around Lough Carra; and the shores, which are generally very tame, are adorned in some places with a considerable extent of natural coppice wood. The outlines of Lough Carra, which are much ramified, connect with several small lakes which lead on to Lough Mask, one of our largest lakes noticed in No. 103.

Carcowanacoon, Mr. Cheevers, is also about three miles west from the village of Ballyglass; and near it are *Thomastown* and *Cloyher*. The four residences just referred to are beautifully situated on the shores of two of the small detached lakes which

lie scattered throughout this flat and in some respects singular country. The interesting ruins of Ballintober abbey are about a mile and a-half west of Clogher house, and five miles from Ballyglass.

About two miles east from Ballyglass is the village of Mayo, where, according to tradition, Alfred the Great was educated, and one of his sons buried. It contains a small church and glebe-house; and near the ruins of the abbey, whence it derives its antiquity, is the parish chapel. A university famous for its learning is said to have existed here in the earlier ages of Christianity.

About three miles north from Ballyglass are *Ballinacrad*, Mr. Blake, and *Browne Hall*; and near the latter are the ancient village of Balla, and *Attavally*, the seat of Sir F. Lynch Blomme, Bart. Ball, or Balla, of which so much has been said by the ancient chroniclers, is now a small village, remarkable only for its ancient round tower and some prostrate church ruins.

Leaving *Castle Lucas* to the left, at five miles from Ballyglass, we reach the small village and church of Ballycarra. The country now assumes a more broken and diversified appearance, the pasture fields are succeeded by masses of protruding rock, and fields of bog blending with the patches of tillage which have been reclaimed. In addition to the Connemara and Joyce Country mountains which have formed the great features on the left since we left Tuam, we have now on the right SlieveCarna, 855 feet in height, the advanced outpost of that vast assemblage of mountains which separate the dreary heathy wastes of Erris from the fertile but miserably cultivated plains of Mayo.

Passing at two miles from Ballycarra, and about a mile to the left, *Kilboyne House*, the seat of Sir Samuel O'Malley, Bart., and at four miles on the right, the villas of

Rockland and *Hawthorn Lodge*, we soon reach

CASTLEBAR,

the county town of Mayo, situated at the north-west point of that great, and generally-speaking calcareous, plain, which embraces the greater part of the counties of Roscommon, Galway, Sligo, and Mayo; and near the head of the valley which separates the highlands of Connemara and Joyce Country from those of Erris and Tyrrawley. Castlebar is watered by the river which takes its name, and which bears the overflowing waters of Loughs Castlebar and Sateen to Lough Conn, and environed by the low hills which on all sides trend away to the bases of the higher mountain ranges. In its square, in which are the county courts, public offices, and mall, and in the main streets, which are of considerable length, Castlebar has some pretensions to regularity; while the new church and county gaol, extensive infantry barrack, the improvements connected with *The Lawn*, the residence of the Earl of Lucan, the principal proprietor of the town, adds to its general appearance. Like most of the western towns, its suburbs are poor and miserably inhabited; and in the absence of any kind of trade, the labouring classes are wholly dependent on casual employment from the small and wretched farmers around. In addition to the public buildings noticed, there are a union work-house, a spacious R. C. chapel, and a small Wesleyan meeting-house. There are two inns in the town, connected with which are posting-houses; and at various places cars can be hired. There are two newspapers published weekly.

One of the most remarkable events connected with the history of Castlebar is its occupation for a few days in 1798 by the French army, under General Humbert, who landed at Killala bay.

Castlebar carries on a considerable retail trade; and the weekly sales of corn and other agricultural produce are, as compared with the other inland towns in the district, extensive. A considerable quantity of coarse linen is also weekly disposed of.

In the vicinity there are several villa residences; among them we may enumerate *Windsor*, *Hawthorn Lodge*, *Fisher Hill*, *Spencer Park*, and *Mount Gordon*; and at four miles east from the town, on the road leading to Swineford, are the village and demesne of *Turlough*. The latter was the residence of the unfortunate George Robert Fitzgerald. In the demesne are some interesting church ruins which contain his remains, and adjoining is one of the ancient round towers. The hamlet, which is romantically situated, contains a church, small Presbyterian, and Methodist meeting-houses. Adjoining *Turlough* is *Charleville*, the residence of Colonel Fitzgerald.

Although there are several tracts of good land about Castlebar, yet generally speaking the country around, and particularly towards the base of the Nephin mountains, presents a wild, bleak, and cold moorland aspect. The necessities of the poor have here and there chequered the brown heathy surface with a spot of tillage; but as yet, none of the proprietors seem to have adopted any regular plan of operations for the reclamation of these vast wastes, save the Earl of Lucan, who, on his extensive estates around Castlebar, has perhaps effected more permanent and remunerative improvements, within these ten years past, than any other individual in the kingdom. New roads, however, the basis of all improvement, have been run in various directions, and these, it is hoped, will soon lead to further exertions. The mountain scenery around Castlebar is very striking—the cone of Croagh Patrick on the one hand, and the dome

of Nephin on the other, towering high above the surrounding hills. Leaving Castlebar for Westport, we proceed along the undulating valley which, as we have noticed before, lies between the mountains of Joyce Country and Erris, or, according to the fiscal divisions, between those of the baronies of Murrisk and Burishoole; and from many of the higher parts of the road fine views of these highland districts are obtained. The surface of the valley presents that extraordinary alternation, and that too in the most minute divisions, of waste, reclaimed, and half-reclaimed land, which are to be met with in many of the poorer parts of this country. We pass on the right the small but beautiful lake of Castlebar, on the northern bank of which is *Raheens*, Mr. Browne, and several small lakes, and soon reach the point of the valley whence commences our descent to Westport. In no part of Ireland is there such an extraordinary combination of scenery as is here displayed, nor is there any town in it, the view of which strikes the traveller so forcibly as does that of Westport, when first seen under a favourable light from many parts of this road. On the left is that aggregation of mountains which stretches southward to the bay of Galway, a distance of twenty-eight miles; on the right, that range which extends thirty-six miles westward from Lough Conn to Achill head; in front is the fine cone of Croagh Patrick and the town of Westport, flanked by the hills springing from the narrow valley which includes it, and backed by Clare island and Clew bay, studded with its hundred of islets.

Westport is a neat-looking town; and the principal streets were laid out by the late Marquess of Sligo with considerable taste. It occupies, as we have just observed, a narrow valley, which is watered by

a pretty mountain stream running through the centre of the town. Two of the principal streets run parallel with the river; and rows of trees on either side form, so far as they extend, the north and south malls. In these streets are the inn, chapel, court-house, banks, &c. The other streets branch from the malls, and, from the acclivity of the grounds, are in many places very steep.

A few years ago the linen trade was carried on to a considerable extent; of late it has fallen off, but a good deal is now done in the corn and provision business; and the distillery and brewery add considerably to the trade and home consumption of the place. The port and principal corn stores are unfortunately separated from the town by the intervening demesne of Lord Sligo. This is to be regretted, as the existing road to the port is, from the nature of the ground, so steep, as to be quite unsuited to the conveyance of goods. There are a capacious R. C. chapel, and small Presbyterian and Methodist meeting-houses in the town. The parish church is situated in the beautiful demesne of Lord Sligo. To this demesne strangers have access; and although it has no pretensions to any thing like park scenery, yet, from the size of the mansion, the beautifully-wooded hills springing from the lawn, the singular shapes and situation of the grounds, the size of the timber, considering its proximity to the sea coast, together with the sublime features around, it presents something singularly unique and attractive.

Two miles from the town, on the road leading to Ballinrobe, is *Mount Browne*; and in the vicinity of the town are the villas of *Murrisk Lodge*, *Marrion*, *Trafalgar Lodge*, *New Brighton Lodge*, *Oldhead*, *Prospect*, &c., &c.

As a sea-bathing place, the vicinity of Westport offers many inducements, as well from the strength of

the waters which roll in from the Atlantic, as from the numerous excursions to which the coast and surrounding mountains invite. Croagh Patrick, or the Reek, as it is often called, springing from the shore, lifts its conical head 2,510 feet above the sea: this is the great feature of the place, and from it magnificent views of the coast and vicinity of Westport are obtained. These views are often enjoyed from the sides of the mountains, its summit being generally wreathed in mist. The ascent is not difficult, and the summit is not more than ten miles from the town. At stated periods of the year, Croagh Patrick, which is one of the most celebrated, as it certainly is one of the most extraordinary places of pilgrimages in Ireland, is the resort of many devotees, who perform what are termed stations on its sides and summit. At its base, close on the shore, are the ruins of Murrisk abbey.

A road from Westport extends along the coast, to the mouth of Killary harbour, a distance of twenty-three miles, passing through the small village of Louisburgh, with its church and chapel, which is twelve miles distant from the town. From this road good views are obtained of the coast, Clare Island, which bounds Clew bay, its numerous islets, and the opposite shores of Achill.

From Westport to the mouth of Killary harbour the coast is not bold; and the more elevated of the rocky headlands do not rise more than 349 feet above the sea. The views of Croagh Patrick are truly grand, and the entrance to Killary harbour is very striking, where Mweelrea, the highest mountain in Mayo, rises from the sea to an elevation of 2,688 feet. This very interesting portion of the scenery of the district shall be noticed more at length in the subsequent roads, as also the scenery connected with

the road leading from Westport to the head of Killary harbour.

Clare Island, perhaps the most beautiful on the whole coast of Ireland, is about four miles long, by one and a-half in breadth. It is well inhabited. Its area is 3,959 statute acres. It is situated in the middle of the entrance of Clew bay, about seventeen miles due west from the town of Westport, and about four miles from Carrickyvegraly Point, a headland about four miles west of Louisburgh. A considerable part of the lands are cultivable—although the surface is in many places rough and inferior. The shores are generally bold and rocky; and Knockmore, on the west side of the island, rises 1,520 feet above the sea. The view from the top of Knockmore embraces a range of mountains of every variety of outline, extending, with only one break, round 190 degrees of the horizon; while the beautifully-shaped islands of Cahir and Inishturk, and the boundless ocean complete the circle. The lighthouse is on the northern point; and on the southern side of the island are the harbour, chapel, abbey, and castle ruins. The latter was the residence of the famous Grace O'Malley, better known by the name of Grania Waile, whose exploits in the seventeenth century are traditionally preserved in the island.

The island of Inishturk is about six miles south-west of Clare Island, and about seven miles from the mainland; it is about two miles in length, by one and a-half miles in breadth; its area 1,451 statute acres.

Its shores are bold and rocky; and, like Clare Island, its surface rough and boggy. The hill on which the signal tower is placed, is 629 feet above the level of the sea. There are a chapel and school on the island.

Inishbofin Island is about five miles south-west from Inishturk, and about thirteen miles from the mouth of the Killary. The three are nearly equidistant from each other, and in a direct line. Inishbofin is about three miles long, by two miles broad; its area, including the adjacent islets, is 3,151 statute acres. Its shores are also rocky, and much more varied in outline than either of the other two islands; but it nowhere attains a greater elevation than 292 feet. Inish Shark, a small island, of about a mile in diameter, lies about a mile to the west of it; and there are several small rocky islets lying around it. Oliver Cromwell erected a castle on Inishbofin, for the protection of the fishery against the Dutch, which was at that time extensively carried on here; and there are also the ruins of an abbey, supposed to have been erected at a very remote period.

The numerous islets lying to the north of Westport are noticed more at length in connexion with Newport. From the summits around Westport, magnificent views can be readily obtained of the coast and adjacent mountains; of the demesne and town of Westport, and of the picturesque hills which environ it; and of the numerous little fertile islets with which the coast between Westport and Newport is studded.

No. 103.—DUBLIN TO WESTPORT.

SECOND ROAD, BY TUAM AND BALLINROBE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Westport.
Dublin,	—	—	167½
Roundfort, as in No. 102,	—	143½	24½
Ballinrobe,	5½	148½	19
Kilkeeran,	6	154½	18
The Triangle,	7½	162½	5½
Westport,	5½	167½	—

This line is six and a-half miles shorter than No. 102, and is generally adopted by those posting. In branching off at Roundfort it will be necessary to have horses in waiting; or the traveller may proceed to the inn at Hollymount, which only increases the distance about two miles. Post-horses can also be obtained at Ballinrobe; this, however, we would recommend the traveller to ascertain at the inn at Tuam.

A road now very generally travelled branches off No. 102, near Ballyglass, passing by the demesne of Clogher and Ballintobber abbey ruins, and adjoining the line here given, at The Triangle, which is about eleven miles from Ballyglass.

In branching off No. 102 at Roundfort, we leave the village of Kilmaine and *Ellistrin Castle*, between three and four miles to the south of our road, and skirt the pastoral tract of lands called the Plains of Ellistrin.

The small town of Ballinrobe is watered by the Robe, the stream which runs through Hollymount, and falls into Lough Mask about two miles below the town. It was till lately a military station; but the barracks, both cavalry and infantry, are now unoccupied. Beyond the sales of farming produce at the weekly markets, little business is done. It contains a church, chapel, sessions-house, and union work-

house, and a small inn where cars can be hired.

Ballinrobe is situated within two miles of Lough Mask, the largest of the Mayo lakes. Lough Mask is about ten miles in length, by four miles in breadth. Its eastern shores, along which our road runs, is flat; but on the west it is bounded by the lofty mountains of Joyce Country, which we shall have occasion to notice more at length in our succeeding roads.

Four miles south from the town, on the road leading to Cong, are the village and demesne of *The Neale*—the latter an old dilapidated residence of the Lords Kilmaine.

Three miles from Ballinrobe, on the shores of Lough Mask, are *Currymore*, at two miles *Cuslough*, and near it *Creagh*. Three miles north from the town, on the shores of Lough Carra, is *Lakeview*; and around the town there are various small church and castle ruins.

In proceeding to Westport, at about three miles from Ballinrobe, the river running between Loughs Carra and Mask is crossed; and from that point to Kilkeeran, a distance of three miles, the road lies between the flat shores of the above lakes.

About five miles from Cloonee cross-roads, on the western shores of Lough Mask, and on the road leading thence to Joyce Country, is *Toor-*

makeady, the lodge of the Lord Bishop of Tuam; and near it, the church, R. C. chapel, and police harrack. The lodge is romantically situated at the base of the Slieve Partry mountains, which are 1,294 feet above the sea, and command extensive views of Loughs Mask and Corrib, and of the flat country that lies along their eastern shores. This vast flat tract stretches eastward far beyond the reach of the unaided eye, and embraces the rich pastoral plains of Mayo, a great extent of good tillage lands, craggy pasture, bleak moorlands, bog, and

low rocky hills, blending with, and succeeding to each other in constant alternations.

At the Triangle, roads branch off to Castlebar, by the village of Ballykean, on the one hand, to Joyce Country, through the intervening hills on the other. From the Triangle to Westport, there is, apart from the mountain scenery and the capabilities of the country for improvement, but little to which we can direct the traveller's attention. By this road we pass *Mount Browne*, and through the most interesting part of the environs of Westport.

NO. 104.—DUBLIN TO TUAM.

FIRST ROAD, BY BALLINASLOE AND CASTLEBLAKENEY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tuam.
Dublin,	—	—	126½
Ballinasloe, as in No. 16,	—	92½	33½
Ahascragh,	8½	100½	25½
Castleblakeney,	7	107½	18½
Tuam,	18½	126½	—

Since the extension of the railway from Ballinasloe to Galway, no public conveyances run on this line; nor can even a relay of horses always be depended on between Ballinasloe and Tuam. There is little in the intervening country to induce the tourist; and, indeed, with the exception of residents, few travel through this district.

Leaving Ballinasloe, the road skirts the northern boundary of Lord Clancarty's demesne, and proceeds through a low tract of bog, which is singularly traversed by a high gravel ridge or esker, as these accumulations of gravel are locally called. At six miles from Ballinasloe, we pass on the left *Fairfield*; at seven, *Lowville*, the residence of Mr. M'Donough, and several other

improved farms; and at eight, reach the village of

AHASCRAGH,

which is somewhat remarkable, at least in this part of the country, for its neat and clean appearance; and clearly shows how much may be accomplished, even in these matters, by a little attention on the part of the proprietor. The town contains a neat church and chapel, one or two public houses, where cars can be hired, and is watered by the Clonbrock river, one of the Suck's tributaries. On the high grounds to the right of this village are *Castlegar*, the beautiful park of Sir William Mahon, Bart., *Weston*, the neat villa of Mr. Mahon; and

at two miles to the east, *Daly's Grove*.

Two miles from Ahascragh we pass through *Clonbrock*, the fine seat of Lord Clonbrock, which, from the extent of well-preserved wood, forms a striking feature in this bleak country; and four miles to the right, on the cross-road leading to Roscommon, is *Castle Ffrench*, till lately the seat of Lord Ffrench, now the residence of Mr. Thorngate. Near the latter is *Tyrooly*, and between the cross-roads of Clonbrock and *Castle Ffrench* are *Clooncanon* and *Kelly's Grove*. At five miles from Ahascragh is the village of Caltra, near which is *Caltra Lodge*, a chapel, and a small friary, and at two miles farther, the village and church of

CASTLEBLAKENEY.

Here the road to Tuam branches; that to the right passes through the hamlet of Newtown Bellew, and demesne of *Mount Bellew*, Sir M. D. Bellew, Bart., and the village of Moylough, and rejoins our present line about nine miles from the point of divergence. The demesne of Mount Bellew, which is three miles from Castleblakeney, with its artificial lake, neat mansion, family chapel, schools, monastery, and hamlet, form an assemblage of interesting features.

About two miles from Castleblakeney is the inn of Glentane, where we cross the old Galway and Ballinasloe road; and on the south

of Glentane, and from one to two miles distant, are the residences of *Hampstead*, *Mount Hazel*, and *Mount Bernard*, and the village of Ballymacward. As we proceed, we pass on the high grounds to the left, *Vermont*, Mr. Blake, and on the right, *Corgerry*, Mr. Joyce. At seven miles from Glentane, and a little to the right, is *Cooloo*, Mr. Brown; and a mile beyond the cross-roads leading to it, and close to the small lake called Horse Leap, we reach the hamlet of Dangan.

The seats and general features of the country lying for several miles to the west and south of this road, have been briefly glanced at in connexion with Tuam and the road leading to it from Athenry, No. 102.

At a mile from Dangan we pass the church and glebe of Killererin, a little to the north of which are the hill and residence of *Hillsbrook*; and at five miles we leave *Castle Moyle* a little to the north.

Although there are many extensive tracts of excellent land on either side of the road, yet, generally speaking, from the flatness of the surface, the state of the culture, and the wretched huts which every where meet the eye, the country has a poor and desolate aspect. However, as we approach Tuam, the principal town of this district, the surface improves both in culture and appearance. Within three miles of that town, we cross the small river Grange, one of the tributaries to Thurloughmore.

No. 105.—DUBLIN TO TUAM.

SECOND ROAD, BY ATHLONE AND BALLINAMORE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Tuam.
Dublin,	—	—	120½
Athlone, by Rail, as in No. 16,	—	78	42½
Ballyforan, by Road,	14½	92½	28
Ballinamore,	4½	96½	23½
Newtown Bellew,	10	106½	13½
Tuam,	18½	120½	—

By this line there are no public conveyances; nor is the road much frequented, except by those whom business or residence may lead along it. “Refreshments for man and horse,” can be obtained, however, at Ballyforan, Ballinamore, Newtown Bellew and Mount Bellew, and at the latter cars can be hired.

Leaving Athlone, we branch off the Ballinasloe road, at about a mile from the town, and, crossing the Crannagh stream, emerge on a bleak and poor part of the county Roscommon, through which our road lies for the next fourteen miles; and except the low gravelly hills and ridges, with their intervening bogs, and alluvial valleys, into which the surface is thrown, there is little in this distance to engage our attention.

We pass at six and a-half miles, the hamlet of Brideswell, which takes its name from a holy well, formerly much resorted to, on account of its supposed virtues. The old building which encloses the well, appears from an inscription over the doorway, to have been erected in 1685, by the first Earl of Antrim.

At twelve miles we pass the small village called Thomas Street, where roads branch off to Roscommon and Ballinasloe, and at fourteen miles reach the village of Ballyforan, close

to which is *Claremont*, the residence of the Hon. Gonville Ffrench. Here, crossing the river Suck, we enter the county of Galway. The Suck, which conveys to the Shannon a considerable portion of the waters of the counties of Roscommon and Galway, is here augmented by the Shiven. From the vast extent of deep bog around, the country presents a cold and cheerless aspect.

On crossing the Suck, we pass on the left, *Muchloon*, Mr. Kelly; and on the right, *Ballinglass*. Four miles from Ballyforan, on the Shiven, is the hamlet of Ballinamore, and, adjoining it, on the left bank of the river, is *Ballinamore House*, the residence of the Hon. Martin Ffrench, and on the right bank, *Riversdale*, Mr. Kelly.

Four miles from Ballinamore, on the road leading to Roscommon, is the village of Ballygar, and near it *Castle Kelly*, the seat of Mr. Kelly, and *Mount Talbot*, the old seat of Mr. Talbot; and three miles above Ballygar is *Rookwood*, the residence of Mrs. Kelly. *Mount Talbot* and *Rookwood* are pleasantly situated on the banks of the Suck; and on one of the most interesting portions of its meanderings. From this, downward to the Shannon, a course of forty miles, the Suck flows through a flat boggy country, falling in that distance only thirty-eight feet.

Three miles from Ballinamore, on the road leading to Castlereagh, is *St. Brandons*, the residence of the Hon. Thomas French.

Resuming our route—on leaving Ballinamore, we pass on the right *Ballybane*, Mr. Kelly; at one mile and a-half from the village reach *Killyon*, the seat of Mr. Cheevers; and at four *Woodbrook*, the extensive demesne and occasional residence of Mr. Gerrard. Adjoining *Woodbrook* is the hamlet of Newtown Gerrard, and at three miles, *Mount Bellew*, noticed in No. 104 is reached. The village of Newtown Bellew, locally known as Moylough, is three miles from *Mount Bellew*. It contains a small chapel, church, and glebe, and, as we have stated in the preceding part of our road, a public-house, where travellers may halt

their horses. About two miles west from the village is *Moat-hill Lodge*, the seat of Mr. Digby, around which there is a chain of beautifully-formed gravel hills.

The country around Newtown Bellew, in common with the whole district travelled through, from the banks of the Suck to the vicinity of Castlebar, is generally flat; the lower grounds being boggy, and the higher lands, which rise in gentle undulations from the flats, dry and fertile. In many places the surface is agreeably diversified by low gravelly hills or eskers, as they are locally termed, which are beautifully scattered around. A fine example of this occurs near *Moat-hill Lodge*, which we have noticed above.

At three miles beyond Newtown Bellew we join No. 104.

No. 106.—DUBLIN TO BALLYNACARRIGY.

BY MULLINGAR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballynacarrigy.
Dublin,	—	—	59½
Mullingar, by Rail, as in No. 16,	—	50	9½
Ballynacarrigy, by Road,	9½	59½	—

From Mullingar to Ballynacarrigy our road lies along the western shores of Lough Owel, the seats and other particulars connected with which have been noticed in No. 16. From the higher parts of the road and the hills adjacent, we not only command a view of that beautiful lake, and of the rich and diversified country around, but of a great portion of the counties of Westmeath and Longford. We leave at about four miles on our right, *Portloman*, the residence of Mr. De Blaquiere, and passing through a high, undulating, and beautiful pastoral country, at six miles from Mullingar reach *Sanna*, the fine seat of Mr. Tuite; two miles to the north of

which, on the shores of the small Lough Iron, are *Tristernagh*, and *Baronstown*, the latter the fine seat of Mrs. O'Connor Malone. These seats, together with Lough Iron, have been noticed in No. 16.

The small town of Ballynacarrigy, situated on the banks of the Royal Canal, is surrounded by a fertile and comparatively improved country. It contains a chapel, several shops, some stores connected with the canal, and a public-house where a car can be hired; the parish church of Kilbixy being in the neighbouring demesne of Baronstown. In addition to the seats we have just noticed there are several villas in its vicinity, among them *Castlesilder*.

No. 107.—DUBLIN TO BELMULLET.

FIRST ROAD, BY BALLINA AND CROSSMOLINA.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Belmullet.
Dublin,	—	—	201½
Ballina, as in No. 99, Second Road,	—	162	39½
Crossmolina,	7¾	169¾	31½
Corrick Bridge,	11½	181½	20
Bangor,	8	189½	12
Glencastle,	8	197½	4
Belmullet,	4	201½	—

In the above table we have taken up the only road to Ballina by which the day coaches now travel.

Erris Proper comprehends only a portion of that wild and remote part of the county of Mayo which is bounded on the south by Clew bay, on the west and north by the Atlantic, and on the east by Lough Conn. Thus, the barony of Erris, with the wilder parts of the adjoining baronies, embrace an irregular space of thirty-five miles in length by twenty in breadth, larger than some of our inland counties, and, following all the sinuosities of the shores, more than 400 miles of the line of coast. Belmullet is the only town in this remote district.

The chain of mountains which, on the south, bound this district, run from Nephin to Achill head; and from their northern sides a dreary waste stretches to the sea; of which 232,888 acres, nearly 364 British square miles, belong to Erris, not more than half of the district now under consideration.

There are few scenes more cheerless than that which the aspect of the interior of this moorland country presents. Even in summer and autumn the few spots of wretched cultivation appear as mere specks

rescued from the general waste, and scarcely chequer the gloomy monotony of the heath-clad surface. The southern range of mountains, though lofty, are tame in their outlines; and the great central plain, though varied by beautiful undulations, and diversified on the north by the lower hills which rise along the wild iron-bound coast, appears a desert: except the tall heather and the aquatic willows, not a bush waves over the surface; nor in many places does a house fit for any civilized being to live in gladden the scene. In the fastnesses of the mountains, in the Ballycroy district, a few of the red deer still find a covert.

The coast, however, though wild and desolate, and as yet almost destitute of roads, offers many attractions to the naturalist, as well as to the admirers of marine scenery. From Downpatrick head, on the east, to the beautiful archipelago of green islets which crowd Clew bay, on the south, including, of course, the island of Achill, every headland which is rounded presents some bold cliff, devious creek, wave-worn arch, retiring cave, sandy beech, or spreading bay. Among the latter, Blacksod bay, which was at one time proposed as a terminus

to one of the great lines of the western railroad, is capable of containing in perfect security the whole British navy. The rivers of Erris are few, and Carrowmore is the only inland lough worthy of notice.

Erris, and the wild country adjacent, was but little known till the government opened up the eastern central road by Crossmolina; the southern road by Castlebar, connecting with the former at Corrick Bridge; the road by Newportpratt through Ballycroy; and the coast line by Killala and Ballycastle; the two latter also connecting with the central line at different points.

As soon as the Dublin mail-coach reaches Ballina, a mail-car starts for Crossmolina; and there is now a mail-car from Ballina to Belmullet on every alternate day; but as there is no regular inn, nor certainty of obtaining even a car at Crossmolina, we would recommend travellers to start from Ballina, and to secure some mode of conveyance from that to Belmullet. The road is tolerably good, and there are baiting places at Corrick Bridge and Bangor. If the delay in Erris is short, it would be well to make arrangements with the innkeeper in Ballina as to returning.

From Ballina to Crossmolina we pass through a poorly-cultivated country, which is diversified with bog, pasture, and tillage lands, reaching, at three miles, the cross-road leading to *Rappa Castle*, the seat of Mr. Knox, and to *Netley* and *Greenwood*, also seats of the Knoxes, and to various other small residences—these places lying from two to three miles north of the road. At four miles on the left, *Deel Castle*, formerly the seat of the Earls of Arran, but now the residence of Captain Cuffe, is passed. This demesne is situated near the northern shores of Lough Conn, and watered by the Deel river, which falls into the lough about a mile

below the house. Passing, at six miles, on the right, *Knockglass*, and at seven *Gortner Abbey*, the traveller soon reaches

CROSSMOLINA,

the only town between Ballina and Belmullet. It is about a mile from the northern shores of Lough Conn, and is watered by the Deel river, which runs into Lough Conn, near *Deel Castle*. This poor small town principally consists of low slated houses, forming two streets. Weekly markets are held here, but little business is done. The remains of an old castle stand near the church; and in the churchyard, which is in the villa grounds of Abbeytown, the walls of an old abbey, founded in the tenth century, and dedicated to the Virgin Mary, can still be traced. There are also a chapel and a Methodist meeting-house in the town.

Adjoining the town is the rectory; at two miles, on the shores of Lough Conn, and on the road leading to Pontoon-bridge, is *Inishcoe*, the beautiful seat of Mr. Pratt; and at five miles *Castlehill*. The shores of the lake are considerably diversified in their outline, but they are generally flat, and in some places boggy. About a dozen small islets are scattered along the margin of the lough, one of which contains some castle ruins, but, generally, they possess no particular interest. About two miles below Inishcoe, on the point of a small promontory running into the lake, are the ruins of Errew Abbey. The views along this road, particularly of Nephin, are very striking; and it is pleasing to observe the improvements that are in progress throughout Mr. Pratt's estate. A considerable extent of cultivated lands lie around Crossmolina; and the mountain glens at the base of Crossmolina exhibit some wild and picturesque scenery.

The mountain of Nephin, which raises its huge form to an elevation

of 2,646 feet above the sea, is seven miles south-west from Crossmolina. The old road to Castlebar passes within a mile of its summit. It is not difficult of ascent, and, being the eastern terminus of the Erris mountains, it affords a very extensive view of sea and land; and from it the traveller can better obtain, than from any description, however elaborate, a knowledge of Erris and its mountain boundaries, with Lough Conn, and the country lying around for many miles.

As we proceed to Belmullet, the first two miles of our road are skirted with streaks of miserable tillage—a prelude to the great heathy moor on which we soon emerge. Every step we advance unfolds to view more of the circular range of mountains which bound this central portion of Erris. This chain commences with Nephin, on the east, and sweeps round to the vicinity of Ballycastle. The more remarkable summits in the above order, are Nephin, 2,646 feet in height above the sea; Birreencorragh, 2,295; Glennamong, 2,067; Nephinbeg, 2,065; Corslieve, 1,785; Slievealp, 1,084; Maumykelly, 1,205; Knocklettercuss, 1,208; Carrufall, 890; Slieve Fyagh, 1,090; Benmore, 1,155; and Maumakeogh, 1,243. In the valley between the two first-named mountains the road from Castlebar to Corrick Bridge runs; and in the glen between Knocklettercuss and Carrufall* the Owenmore flows. The extent of this chain—that is, following generally its outline—is about forty miles; and the vast area included is diversified by numerous hills scattered throughout, some of which are as high as 400 feet.

* To the botanist it may be interesting to know that many of the acclivities of the hill of Carrufall, which attains to an elevation of 890 feet at about a mile to the north of Bangor, is covered with that interesting trailing shrub, the *Arbutus uva-ursi*.

Though the central moorland contains no rivers worthy of particular observation, except the Owenmore—the great carrier of the district—and but few loughs of any account; though the summits of the mountains are softly rounded—their sides unbroken, save by the numberless rills that flow down their acclivities; though they are less precipitous than those of the neighbouring district of Connemara; yet there is a surprising grandeur arising from their flowing and defined outline, and a degree of sublimity from the stillness that reigns over the face of the long, unbroken ranges of pastoral heath which sweep along their base, and connect them with the brown, wide-spreading central plain.

It is impossible to look on this melancholy, but highly-improvable waste, untouched save by the gurgling rills which, in their unrestrained course to the ocean, furrow its gentle and beautiful undulations, without reflecting on the good that might be effected by its judicious reclamation.

At Corrick Bridge we meet with a solitary public-house, the first baiting place on our line; and here we also meet the new road from Castlebar, the Owenmore (a name common to many rivers in Connaught), and its two principal tributaries. Here the mountains of Corslieve and Nephinbeg, which respectively attain an elevation of 1,785 and 2,065 feet, deflect to the south. The aspect of the country here, too, changes, and our road, for the next seven and a-half miles, follows the course of the Owenmore river, gliding between the mountains we have already referred to, which bound the narrow continuous valleys of Ballymonnelly and Glenco. Many parts of these glens, though unclothed, save by the stunted willow and hazel, are very picturesque; and the Owenmore, which is remarkable for the

quantity and quality of its salmon, is every where romantic.

On clearing Glenco, we leave the Owenmore, which pursues its way to Tullaghan bay, a branch of the great inlet of Blacksod bay, and arrive at a group of wretched cabins, called Bangor, among which are a post-office and a little inn.

Beyond Bangor a dreary tract of bog stretches westward to Blacksod bay; and on the north the bleakness is somewhat relieved by the hills which lie around the lough of Carrowmore, of which Slieve Fyagh, on its eastern shores, 1,090 feet, is the chief. This lough, which is near the road on the right, is about four miles in length, of very variable breadth, and is the only large body of fresh water in the district. Its chief supply is the Glencullin river, which runs through the glen of that name. It contains three or four small islets, but its shores, though very wild and lonely, are not, except in a few places, very attractive. The surplus waters of this lough are discharged by the Munhin river, which falls into the Owenmore before it reaches Tullaghan bay. A change of surface again succeeds the boggy plain; and about five miles from Bangor the road enters the ravine called Glencastle, in which we pass the ancient fort of Dun Domhnaill. About a mile to the north of Dun Domhnaill, Glencastle Hill rises 760 feet above the sea, and affords a good view of Blacksod bay and Broadhaven; of their boggy shores and of the country around; of the Mullet, its glittering crested sandhills, and of the creeks and bays by which its eastern shores are diversified.

This change of scenery is accompanied with the first appearance of limestone, and, consequently, a change of verdure and vegetation. The verdure, which is mixed with occasional groups of underwood, is refreshing, after the great extent of

naked, dreary bog we have passed through.

The road from Newport (No. 108) through Ballycroy, joins our line at the foot of the glen, where we meet a few huts and a chapel, composing the hamlet of Glencastle. A mile further we also meet the new road from Ballycastle. Here the country begins to assume a more pleasing and cultivated appearance, and offers to the mind, in the dawning improvement, some hope of extended reclamation. We have now the vast bay of Blacksod on our left, bounded on the west by the Mullet, backed by its high shining sandbanks and the rocky islands of Inniskea, and on the south by the lofty mountains of Achill, which we shall notice in due course; and on the north we have Broadhaven and the dreary country lying along the coast, which will fall under our observation in the road to Belmullet from Ballycastle. Passing along the narrow isthmus which separates the bays of Blacksod and Broadhaven, and connects the peninsula of the Mullet with the mainland, we soon reach

BELMULLET.

This small town has sprung up since 1825. It has already extended into two streets and a small central square. The houses are generally of two stories, slated, and pretty uniformly built. There are a small inn, where cars and ponies can be occasionally obtained, a sessions-house, a chapel, several small shops, five or six mercantile stores, coast-guard establishment with resident inspector, and a police station.

Although but a small part of the original plan of improvement has been executed, the export trade, since 1825, has increased; and with this a corresponding increase of cultivation has followed. Monthly fairs are held; and, on the whole, this remote town, under proper encouragement, bids fair

to become a place of some importance.

Belmullet is situated at the extremity of the isthmus which, as we before observed, separates the bays of Blacksod and Broadhaven, and connects the peninsula of the Mullet with the mainland. The neck of land at the lower end of the town is only about 400 yards in breadth; and through this the short canal connecting the two bays has been cut. This formed part of the plan of improvement connected with the scheme of making Belmullet the terminus of one of the lines of the Great Western Railway.

The peninsula beyond Belmullet, which bounds Blacksod bay and Broadhaven on the west, constitutes the parish of Kilmore, and the district usually termed "within the Mullet." It presents a very extraordinary outline, is sixteen miles in length, its breadth varying from half a mile to seven miles. It contains 29,492 acres, of which 9,900 are arable and green pasture, 4,550 are sandy plains, and 15,042 bog and mountain land, the greatest elevation of which is only 439 feet over the sea. Though in this division of Erris there is a greater proportion of good land than in any other part of the district, yet the cultivation is equally bad, and the inhabitants as wretched. Few farms are properly divided, roads bad, and the villages and habitations wretched in the extreme. Even Binghamstown, the largest village in the district, about three miles from Belmullet—containing the parish church and glebe-house, the R.C. chapel, and, in its vicinity, the residence of the parish priest—is a mere assemblage of miserable huts.

Bingham Castle, long the residence of the Bingham's, and till lately the principal proprietors of this district, situate on the shores of Blacksod bay, about eight miles from Belmullet, is a large, rude, modern, castellated

structure; and from its exposure to the Atlantic storms, not a tree rises beyond the walls which enclose them. The shores of the northern end of the peninsula are bold and rocky, though they do not attain a great elevation. Erris head, the most northerly point, rises 285 feet above the sea; but the hill of Slievemore, near it, is 439 feet. This part, forming the western limits of Broadhaven, from the more elevated points affords good views of that inlet, of its shores, the high rocky isles called the Stags of Broadhaven, and generally of the coast around. In connexion with this the broader part of the peninsula, we may notice Eagle island, which is situated about four miles south from Erris head, and about a mile from the shore, comprising about eighteen acres, and crowned with its two light-houses; the glebe-house of Kilmore, which is about four miles west from Belmullet, near which are Termoncara, a grave-yard, and some very humble church ruins, and the deep inlet of Portnafrankagh. Along the rocky headlands formed by the sinuosities of the shores, the outlines of some very ancient fortifications still exist, of a date previous to the introduction of Christianity; and in the dreary sand hills which lie between Termoncara and the village of Binghamstown some sepulchral monuments have been traced; and between Portnafrankagh and Broadhaven are several trap-dykes. At the headland of Doonamo there is a remarkable one. This part of the coast exhibits the tremendous fury of the waves by the great breadth of the denuded rocks: whole acres bordering upon the sea are absolutely destitute of a single blade of vegetation—one mass of shattered rocks lying around. The shores of the central part of the peninsula present, with a few exceptions, a continued line of sandy beach, on which the Atlantic waves have made great inroads, as in some

places scarcely half a mile in breadth remains. A chain of arid sand hills lies along its western margin for nearly seven miles, varying from a mile to a quarter of a mile in breadth; and, during storms, the sand is drifted over the adjacent lands, spreading sterility around. At times the sand rises in clouds to a height of forty feet; and the dunes, like all similar formations under similar circumstances, are constantly varying in their form and position.

At Cross-point, which is two miles west from Binghamstown, and is the commencement of the southerly division of the sand hills, are the humble church-ruins of Cross; and two miles off this little headland are the tiny islets of Inishglora and Inishkeeragh; the latter is about a quarter of a mile in diameter, and the former about three quarters of a mile long. Inishglora contains a celebrated burial-place, and the remnants of St. Brendan's chapel, which contains a rude statue of the saint, the nunnery of Templeman, the monastery of Tem-

plenatear, a holy well, &c. All these, which are said to have been built by St. Brendan, who flourished at a very remote period, must originally have been poor, small, rude structures. Near the southern point of the peninsula, and forming the western boundaries of Blacksod bay, are Termonhill school, graveyard, coast-guard station, pier, Blacksod-point, village, and the humble church-ruins of Fallmore. The coast is rocky; and Termonhill, which rises 342 feet above the sea, affords a good view of Blacksod bay, the coast around, and the magnificent shores of Achill. Off this part of the peninsula lie the small islands of Inishkea south and Inishkea north—the former is three miles, and the latter two off the shore; they lie close together, and are each about a mile and a-half in length: the shores are rocky, and greatly indented by the unceasing warring of the Atlantic waves. The surface of these islands attains a considerable elevation, the summit of Inishkea south being 230 feet in height.

No. 108.—DUBLIN TO BELMULLET.

SECOND ROAD, BY CASTLEBAR, NEWPORT, AND TULLAGHAN FERRY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Belmullet.
Dublin,	—	—	212½
Castlebar, as in No. 102,	—	163½	49½
Newport (Mayo),	11½	174½	38
Molrhaney,	11½	186	26½
Tullaghan (Ferry),	12½	198½	14½
Ferry,	2	200½	12½
Glen Castle,	8½	208½	4
Belmullet,	4	212½	—

As cars are not always to be had at Newport, we would advise the traveller to secure a conveyance at Castlebar to Tullaghan Ferry,

whence, unless he has arranged to have a conveyance to meet him on the opposite shore, he must walk to Belmullet.

In the high and greatly diversified country lying between Castlebar and Newport we have little to note in addition to what we have already stated in connexion with the former town, till we reach the beautiful and very picturesque vicinage of Newport.

The town is romantically situated at the head of Clew bay, close to the mouth of the Newport river, which discharges the waters from the large lough of that name, as well as from a considerable extent of the surrounding mountain country, into the bay a little below the town. It is the only town between Castlebar and Belmullet; and the wild highland district we have to traverse commences a little beyond it. The land immediately around it is fertile, the situation favourable, and comparatively sheltered; the bay, studded with its congeries of verdant isles, affords shelter to vessels of every class. *Newport House*, the seat of Sir Richard O'Donnell, Bart., is close to the town. The latter, which consists of one main street, with several lanes branching off it, contains a neat church, a commodious chapel, a small inn where cars can be hired, and also a handsome parsonage on the banks of the Newport river.

Formerly considerable shipments of corn took place here—the exports are now reduced, although the bay is safe and the quays commodious. This trade has been transferred to Westport. The retail business of the town is limited to the supply of a very poor district.

Clew bay, which includes the bays of Newport and Westport, is very different from all our ocean inlets; and while all our bays, in comparison, vary in many ways, Clew bay, with its archipelago of fertile islets, bears no resemblance to any other in the whole range of our sea-girt coast. These little green isles, amounting to nearly

100, and varying in their length from a few perches to a mile, are clustered about the head of the bay in an area of twenty-eight square miles; and at the mouth of it, about ten miles from them, is Clare island, which we have noticed in connexion with Westport, No. 102. Among these little isles, and the creeks and inlets of the main, are a variety of safe roadsteads and harbours, capable of admitting vessels of all classes.

Two miles to the west of the town are the interesting ruins of Burris-hoole Abbey; at two miles, in an interesting mountain glen, that is bounded on the west by Bengorm, which attains an elevation of 1,912 feet, are Loughs Furnace and Feeagh. They are in extent four miles—their breadth about half a mile. A road runs for about eight miles through the glen; and from parts of it, and better from the adjacent heights, the scenery is seen to great advantage. To the south of the town are *Seamount* and *Seaview*; and from the heights to the north and west of the town magnificent views are obtained of Clew bay and its numerous islets, of the country around Castlebar, of Croagh Patrick, and the other mountains of Murrisk.

The road from Newport to Molrany skirts on the left the shores of Clew bay, and on the right, Maume Thomas mountains, the wild forms of which are seen from this road, in some of their best points of view. They are deeply broken by the wild rugged ravines of Glendahork, Glen Thomas, and Glennamaddoo, which pierce their steep and rugged sides. From the numerous heights along the line, the traveller can command a full view of Clew bay and the wild mountain district which bounds it; and perhaps from no point, except the bay itself, is Croagh Patrick, the finest of all our conical mountains, seen to such advantage as from the

adjacent rocky knolls which lie on either side of this road.

Leaving Clew bay, we soon reach Ballycroy, the southern district of Erris, and pass Molrhany, where the road to Achill branches off. From this point we proceed for about five miles along the shores of a beautiful narrow inlet running in from Tullaghan bay, which is finely diversified by the wildly broken coast of Corraun Achill on the left, and the western slopes of Maume Thomas on the right. The latter spring from the ocean to a height of nearly 2,000 feet; and around Dukell the scenery is truly grand—cliff rising over cliff, and summit over summit, in the most rugged forms; the numerous crags and masses of disintegrated rock half concealed by the high dark heath which clothes the slopes. The taller species of heath which waves along the surface, from the sea to near the mountain top, and mingles with the more humble species in the solitary dells, where the few remaining red deer make their lair, is a variety of the Mediterranean heath, noticed for the first time about ten years ago by John Wynne, Esq., of Hazlewood, in a wild state in this solitary district. Ballycroy, though not generally marked on the maps, nor forming any of the county divisions, is locally known as that tract lying along the western side of the Nephin mountains, and is bounded by them and Blacksod bay. The district, generally speaking, is not mountainous—large tracts of reclaimable moorland, pasture, and bog, lying between the central hills, which do not attain to a great elevation.

As we advance, at five miles from Molrhany we cross the Owenavrea river, which discharges the waters from the mountain slopes on the east into a creek of the bay. The bay on the left now enlarges and discloses the islands of Annagh and Inishbiggle; and about eight miles to the west the mountains of Achill

rear high their bleak majestic heads. A dreary swampy plain, diversified with low moorland hills, succeeds to the Ballycroy mountains; and as we approach Tullaghan ferry, we pass, about two and a-half miles to the left, on the shores of Blacksod bay, and near the small sea lough Fahy, the ruins of Doona, the only ancient edifice worthy of note in the whole district; and which is said to have been built by the celebrated Grace O'Malley. To the right, on the banks of the Owenduff, one of the rivers which bring down numerous mountain streams to the bay of Tullaghan, is *Lough Duff*.

Tullaghan bay, which is a branch of Blacksod bay, runs into the centre of the country, and receives all the rivers of the district. A little above the ferry there is a considerable salmon fishery, and near it *Croy Lodge*, the residence of the person who farms it, and the spot where the scene of that amusing work, "The Wild Sports of the West," is laid.

Near Doona a singular feature of physical geography may be observed. You are placed in the centre of a true semicircle of mountains, distant six to seven miles, and extending twenty-two miles in the curve, commencing on the north-east with Slievecar, 2,568 feet high, and terminating with Slieve More, in Achill island, 2,217 feet high.

Tullaghan ferry is variable in breadth, according to the state of the tide: the width of the tide-way and strand is a mile and a-half; the boats are kept at the opposite shore, where there are a few cabins; and generally speaking, in good weather there is little delay in crossing. Before we reach the ferry we pass, at about a mile and a-half to the right, the grave-yard and ruins of Temple Eunna.

Beyond the ferry we continue along the shores of Tullaghan bay for about two miles, when we cross

a narrow creek of Blacksod bay, near the chapel. The road, which now lies near the shores of Blacksod bay, is in many places very low, and occasionally inundated; in other places it is very hilly. The country, though desolate, like all the moorland tracts of Erris, appears, particularly towards the east, susceptible of great improvement. We meet a few wretched dwellings and the accompanying spots of tillage; and considerable herds of cattle are seen roaming over the drier parts of the seemingly boundless heathy waste. Blacksod bay is here from three to five miles in breadth: and on its opposite shores the district called the Mullet, with its sinuous bays, is seen from the higher grounds along our road. About nine miles from Tullaghan ferry we join the central road, No. 107, near the chapel and hamlet of Glencastle, and thence proceed by that line to Belmullet.

No. 109.—DUBLIN TO BELMULLET.

THIRD ROAD, BY CASTLEBAR AND CORRICK BRIDGE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Belmullet.
Dublin,	—	—	208
Castlebar, as in No. 102,	—	163½	44½
Lough Beltra,	7½	170½	37½
Corrick Bridge,	17½	188	20
Bangor,	8	196	12
Belmullet,	12	208	—

As Castlebar is more easily reached than Ballina, and the road thence by Corrick Bridge more direct than by Ballycroy, and free from ferries or any other obstructions, we consider this one of the most convenient ways of reaching Belmullet. Conveyances can always be obtained at Castlebar. From that town our road runs through the wild tract of country lying between it and Lough Beltra.

About six miles from Castlebar we reach the lough of Beltra, along the eastern side of which our road runs for two miles; and thence for five miles, that is as far as Belanaderg ford, through Glen Nephin, having the companionship of the Crumpaun river for the greater

part of the way. Glen Nephin is bounded on the east by Nephin, and on the west by the hills which connect with the mountain of Birreen-corragh. While the ravines are here deep and wild, and the mountains exhibit considerable elevation, grandeur, and variety, the scenery is less interesting than along the shores of Ballycroy. On clearing the glen, we emerge on the great central moor of Erris, having the hill of Tristia on our right, and Bullaunmore on our left—these rising respectively 1,067 and 1,274 feet. We reach the central road through Erris, No. 107, at Corrick Bridge, and proceed by that line to Belmullet.

No. 110.—DUBLIN TO BELMULLET.

FOURTH ROAD, BY BALLINA, KILLALA, BALLYCASTLE, AND BELDERRIG CROSS-ROADS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Belmullet.
Dublin,	—	—	198
Ballina, as in No. 99, First Road,	—	151	47
Killala,	8	159	39
Ballycastle,	9	168	30
Belderrig Cross-roads,	9	177	21
Glenamoy Bridge,	7½	184½	13½
Cross-roads near Carrowmore Bridge,	6	190½	7½
Cross-roads leading to Bangor,	4½	195	3
Belmullet,	3	198	—

Either the first, second, or third roads to Ballina may be adopted, as may best suit the arrangements of the tourist. This road, though very circuitous, is introduced to direct the tourist to the splendid scenery along the coast, west from Belderrig ; and also to enable us to notice the wild desolate tract along the northern shores of this district. Though many parts of the coast from Downpatrick head to Broadhaven, a distance of twenty-one miles, measuring in a straight line, are bold and rocky, exhibiting, on a majestic scale, the ruins of nature as they are displayed in all the endless varieties of cliff scenery, aided, as here, by the extraordinary chasms occasioned by the decay of the trap-dykes, and by the effect of the mountain-waves that break and foam on the rocky barriers that here impede their progress, yet the part to which we would more particularly direct the attention of the tourist is from Belderrig to Ben-wee head, a distance westward from the former of eleven miles.

There are neither roads nor houses of accommodation along this part of the iron-bound coast—the surface is dreary moorland, varied only by the mountains which rise from 600 to 1,000 feet along the inhospitable

shores. This excursion is only suited to pedestrians, in summer weather ; and it is even with some difficulty that boats can be procured at Belderrig, and the more westerly coast-guard stations of Porturlin and Portacloy, to see the cliffs and caverns along the more interesting parts of this coast. As we have before observed, although a car is generally to be had at Ballycastle, it would be well for the tourist to secure a conveyance at Ballina for the journey in and out of Erris, unless he returns by Bianconi's car through Crossmolina.

The road from Ballycastle to Belderrig keeps generally along the coast, and enables the traveller, by a few slight deviations from his path, to examine the headlands, creeks, and bays, into which this bold and rocky line of coast is broken. Though in this part the cliffs do not attain a great elevation, they are every where striking, from their formation and perpendicularity, and rendered still more interesting, from the trap-dykes that traverse them, and from the heavy Atlantic waves that beat against them. The land, too, along the base of the mountains of Maumakeogh and Benmore, though generally bleak and peaty, is not devoid of interest. Mauma-

keogh is 1,243 feet high, and its acclivities, along which we pass, are diversified by the glens Ulra and Glassera, and watered by the streams that take their name. The former we cross at three and a-half miles, the latter at about six miles from Ballycastle; and at about nine miles we reach the road leading down a little glen to the coast-guard station of Belderrig.

It is recommended, if weather and other circumstances admit, to view the coast between Belderrig and Portacloy from a boat, and to perform the remainder of the journey by land, visiting the hill of Benwee and Kilgalligan head on the road to Rossferry. The shores along this part of Erris are, from the difficulty of access, but little known, although they are superior in wildness and sublimity to any along the whole range of our sea-girt isle, except, perhaps, those of Slieve League, and the still grander ones of Glenlough, both near the south-western extremity of Donegal. Every projection that is rounded discloses some striking combination of impending cliff or vaulted cavern. Where all is wonderful, it is often difficult to particularize scenes; but here, even amid the extraordinary objects which rise successively to view, we are more forcibly struck with Moista Sound, the cavern termed the Arch, and with the great cave of Doonvinallagh.

Moista Sound is four miles west from Belderrig. It is a chasm about a cable's length from one extremity to the other, so narrow that a boat's oars must be reefed in passing through it. It is formed by a gigantic trap-dyke: the trap rock has fallen out, leaving this chasm, the sides of which are absolutely vertical; the northern 350 feet high, the other 450 feet; and on the southern side, the cliff rises 350 feet more, almost vertically, making 800 feet; but when in the Sound, the upper portion is invisible. No one who has

not visited this spot can imagine its sublimity—the sides appearing almost to touch one another over your head at that vast altitude.

The Arch is about eight miles from Belderrig, and near the coast-guard station of Portacloy. It is about thirty feet in height, and may be rowed through in perfect safety at half tide and in moderate weather. It resembles Moista Sound in its direction, length, and breadth; it is also a trap-dyke; here, however, the trap remains, excepting at the bottom, where, by its having fallen out, the arch is formed; the keystone, as it may be called, being about 600 feet high, reaching to the top of the cliff. From hence to the lofty and nearly isolated promontory of Doonvinallagh, which is ten miles west from Belderrig, is one succession of magnificent cliffs, headlands, and bays, exhibiting the grandest features of coast scenery. Near the northern extremity of this promontory, to the west of the beautiful little harbour of Portacloy, where there is a coast-guard station, is the magnificent cavern before alluded to. It is about thirty feet high at the entrance, and wide enough for a boat to row in. It then expands into a spacious circular shape with a lofty domical roof. The cliff rises about 600 feet above the Arch.

Under whatever modifications of sea and sky these caves are viewed—whether in calm, when their deep blue waters are unruffled, or in storm, when the long surges moan through their vaults, and the scream of the sea-mew is faintly heard amid the loud resounding billows which lash their gigantic barriers—they cannot fail of awakening feelings of awe and admiration.

The Stags of Broadhaven lie about a mile to the north of this point; they are seven in number, and present a mass of precipitous cliffs on all sides, and are about 300 feet high, though scarcely appearing half that elevation. Every thing here is

on so great a scale, that, without the assistance derived from the presence of some familiar object, such as a large vessel, the eye cannot appreciate the true heights and distances.

Benwee head is a mile and a-half to the west of Portacloy, and eleven miles from Belderrig cross-roads, and there is no regular road between these points. It rises on its north-west side perpendicularly from the sea to a height of 829 feet. The view from it is, as may be easily imagined, truly grand, and amply repays the labour attending the ascent. To the south-west the deeply indented shores of the Mullet, the bays of Blacksod and Broadhaven, with cloud-capped Achill in the distance, appear as in a map spread beneath the beholder. Easterly, the stags and the iron-bound range of coast included between Benmore and Benwee first arrest the attention; next follows the wedge-formed head of Downpatrick; then the Sligo coast, with the mountains of Donegal; and the wearied eye finally rests on Arranmore, faintly pencilled on the distant horizon. Northward, nothing presents itself but the dark bosom of the Atlantic, occasionally diversified by the majestic eagle that may be observed slowly sailing over its surface hundreds of feet beneath the beholder; or by the snow-white canvas of

some passing vessel, the crew of which, by the press of sail carried, and the wide offing kept, seem only anxious to avoid a spot that in appearance offers nought but destruction. Southward, mountains appear heaped on mountains in wild and majestic disorder, and with tints as various as their distances.

From Benwee head there is no regular road to the Belmullet and Ballycastle road; the distance across the country is about eight miles, and the nearest point the traveller can reach the road at is eleven miles from Belmullet. With a boat, however, he can row through Broadhaven to that town. In proceeding from Belderrig cross-roads to Belmullet, a succession of the heathy wastes and pastures, many of which are reclaimable, common to the lower moorlands of the district, are passed; the principal hills being Knockalower, 712 feet, and Knockaduff, 692 feet, which lie along the eastern shores of Blacksod bay.

At seven and a-half miles we cross the Glenamoy river, which unwaters the glen of that name, and falls into the head of Sruwaddacon bay. Passing near the northern shores of Carrowmore lough, and rounding the head of an inlet of Broadhaven, we reach the central line, No. 107, at two and a-half miles from Belmullet.

No. 111.—DUBLIN TO ACHILL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Achill.
Dublin,	—	—	210
Molrhaney, as in No. 108,	—	186	24
Achill Sound,	8	194	16
Missionary Settlement,	16	210	—

As there is some uncertainty as to cars at Newport and Achill, the traveller is recommended to hire a

conveyance for the journey at Castlebar. In branching off the Ballycroy road, our road lies along the

northern shores of Corraun Achill, (the peninsula which lies between Bellacragher bay and the Sound of Achill,) and presents fine views of that part of Tullaghan bay which includes the islands of Annagh and Inishbiggle. The peninsula of Corraun Achill is an elevated, uncultivated moorland tract, about seven miles long, by five broad, and whose highest and central summits are 1,715 feet above the sea. A few red deer are still preserved among these wild mountains. The strand, at the Sound of Achill, is fordable at low water, and may be crossed with the help of an experienced guide; but as the road which leads to the ford is bad, it will be better to proceed to the ferry, where a boat is in constant attendance, and where a small inn has been established, where ponies and cars can be obtained. The island of Achill is separated from the peninsula of Corraun Achill by a narrow sound. It is chiefly composed of lofty mountains, especially on the north and west sides, with large, uncultivated, intervening bogs. It contains 36,037 statute acres. The inhabitants, who are poor, are wholly employed in fishing and tilling the little spots of reclaimed land around their houses, and are chiefly congregated in clusters of miserable huts along the shores.

The Protestant missionary Settlement, which has occupied a considerable share of public attention, is situated on the north-east of the island, about nine miles from the ferry, near the hamlet of Doogort, which is on the shore. The locality is well defined by Slievemore, the highest mountain on the island, which, to the west of the Settlement, attains an elevation of 2,204 feet. A road leads from the ferry to Achill head, which is seventeen miles west from that point, passing at two miles from the Settlement, and ten from the ferry, the village of Slievemore, where the road to the

village, and coast-guard station of Keel, which are situated on the strand of Trawmore, branches off; at twelve miles, the hamlet of Doogagh is passed; and at fifteen miles, that of Keem is reached, which is only two miles from Achill head—these hamlets, as we have termed them, being mere clusters of wretched hovels.

The island of Achill-beg lies athwart the southern entrance of Achill Sound, being about a quarter of a mile from the main land. It is about a mile in length, by half a mile in breadth. It contains a coast-guard station; its shores are rocky, and the summit level of its poor surface is 360 feet above the sea.

There is a small inn at the Settlement, from which excursions may be made to the magnificent coast scenery of the island. We shall begin with the cliffs of Minnaun, which, following the road, are nine miles south from the Settlement. The tourist can ride or drive to within two miles of the Sound, and then leaving the road, walk towards the south-west, through a small valley, for about three miles, to Dooega, a wretched village on the shore; near this point the cliffs commence, and run for three miles in a northerly direction to the strand of Trawmore. They attain an elevation of 900 feet, are very perpendicular, and most magnificent in their forms, presenting, also, from one or two points, as remarkable a combination of mountain, cliff, and sea scenery, as can be met with round the whole coast.

Lough Nakeeroge, seldom visited, is a remarkably romantic spot; it is five miles west from the Settlement. The tourist should walk towards the hill on which the old telegraph tower stands; keeping to the left of the tower, and continuing to the north-west, he will arrive at the brink of a precipitous descent of many hundred feet; at the bottom

lies the little lake, separated from the sea by a narrow but pretty strip of heath-clad rock. He may return by the coast, and along the seaward base of Slievemore, where he will pass an enormous gash running two-thirds up the mountain called Oogh-nadirk. By making this his way back, uncommonly fine views are obtained, exhibiting a succession of lofty and picturesque headlands, terminating with Saddle head, 512 feet high.

The walk from Saddle head, which is two miles from Lough Nakeeroge, along the precipices of Croagh-aun mountain down to Achill head, and thence to Keem, should not be omitted. This is seven miles from Lough Nakeeroge, and Keem is seven miles from the Settlement. The best way, for a good walker, is to go to Nakeeroge lake, thence, keeping close to the sea, to Saddle head. Here commences the loftiest range of sea precipices in the British empire. They form a curve, concave towards the Atlantic, extending for four miles; their highest point being the summit of Croagh-aun, 2,192 feet. As you ascend from Saddle head, the cliffs become more and more grand; at one point, by estimation about 1,000 feet high, they are nearly vertical, and quite terrific; beyond this they can scarcely be called cliffs, but are immense precipitous slopes, composed partly of rock and partly of grass, but inaccessible to the foot of man. Gigantic ribs or buttresses of rock appear to prop up the mountains, reaching right to the summit. A little to the north of the highest point the angle of inclination to the sea is

sixty degrees, at an elevation of near 1,900 feet. The last mile to Achill head the cliffs fall on both sides, leaving a serrated edge, in some places not a foot wide. In retracing our steps from this head, after traversing this jagged ridge, we ascend the cliffs of Keem, which trend to the south-east for two miles to Moyteoge head; they are bold and picturesque, though not so perpendicular as those of Minnaun, and they attain an altitude of about 1,000 feet. Keem is a beautifully-situated little village, from whence there is a good road to the Settlement, seven miles in length, along which lovely views are obtained; the beautiful outline of Clare Island forming a conspicuous feature, and backed in the distance by Mweelrea and the Twelve Pins of Bennebeola. Some amethysts of fine quality have been found near Keem. The road passes through Keel, and near the extensive strand of Trawmore, which extends nearly two miles in length.

In fine weather a delightful excursion may be made to Clare Island from the inn at the sound, where a boat can easily be obtained. The row down the narrow sound, with its wild and dreary shores, is not without interest: five miles brings you to the entrance, another mile clears Achill-beg, and four more will carry you to the landing-place on the east side of Clare Island, near the remains of the old castle, once the residence of the celebrated Grace O'Malley, or Grania Waile. For further details of Clare Island we refer to No. 102, in connexion with Westport.

No. 112.—DUBLIN TO CONG.

BY ATHENRY AND HEADFORD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Cong.
Dublin,	—	—	147½
Athenry, by Rail, as in No. 16,	—	113½	34½
Clare Galway, by Road,	10½	124½	23½
Headford,	13	137½	10½
Cong,	10½	147½	—

As we have, in No. 16, briefly noticed Athenry and the neighbourhood around it, we will only repeat, that the hotel affords good accommodation and well-appointed conveyances. Between the railway and Clare Galway, the country partakes of the same varied pastoral character as that so frequently noticed in the adjacent parts of this district.

At ten miles from Athenry, and seven from Galway, on the road leading from the latter to Tuam, and on the banks of the Clare river, are the venerable ruins of the monastery of Clare Galway, founded in 1290 for Franciscans. It is pleasing to see that some pains have been taken to preserve the remains of this beautiful structure from the further ravages of the peasantry, although the appearance of the ruin has been much injured by the huts which have been lately thrown up against it. Near the monastery, on the banks of the river, are the picturesque ruins of an old castle. The Clare river falls into Lough Corrib about four miles below the abbey, bearing along the overflowings of Thurloughmore, and all that vast accumulation of surface waters which, in winter and after rain, is collected in the low lands around Clare Tuam.

At three and a-half miles from Clare Galway, near the Cregg river, is *Cregg Castle*, the seat of Mr.

Blake. It is worthy of remark, that this was the residence of Richard Kirwan, the celebrated writer on chemistry and geology; and that at Cregg Castle, his brother, Dean Kirwan, equally celebrated as a preacher, was born. A mile to the west of *Cregg Castle* is *Winterfield*; and at four miles, on the shores of Lough Corrib, are the castle and abbey ruins of Annaghdown. In an ecclesiastical point of view, Annaghdown was, at an early period, a place of importance. Near it are *Woodpark* and *Cuildermot Wood*. Around the shores of the lake the country is interesting; but, generally speaking, the interior of the country is flat and dreary; and, like the central parts of Galway, intermixed with large tracts of marsh, peat, and craggy flats.

Three miles east from *Cregg Castle* is the hill of Knockdoe, which rises 218 feet above the sea, and affords a good view of the flat country around. This hill is also remarkable, in a historical point of view, from the battle fought on it by the Lord Deputy against the Earl of Clanricarde, in 1504.

HEADFORD.

The clean and comparatively neat appearance which this small town and vicinage presents, is wholly owing to the care bestowed by the proprietor, Mr. George, whose fine demesne surrounds the town. His

comfortable and handsome Elizabethan mansion is built on the site of the old castle of the Lords St. George; and the gateways, offices, gardens, and pleasure-grounds, are all arranged in a style conformable thereto. Headford contains the usual places of worship, sessions-house, &c.; also a small inn where cars can be hired. Adjoining the town is the glebe-house of *Kilkilvery*, the planted grounds around which add to the appearance of the neighbourhood.

Lough Corrib is within four miles of Headford; and, though no part of its eastern shores are bold, in many places they rise beautifully from the water's edge, and are covered with indigenous copsewood, consisting of hazel, thorns, holly, ash, &c.; the surface, too, is of that mixed, rocky, pastoral copsewood character, that accords so well with lake scenery.

Four miles west from Headford, on one of those interesting parts of the shores, is *Clydagh*, the seat of Sir George Staunton, Bart.; four miles to the north-west also, and on the edge of the lake, is *Ballycurrin Castle*. In the demesne are the ruins of the old castle of that name. About a mile north from the town, close to the Black river, are the ruins of Ross Abbey.

Five miles south from the town, on the road leading to Galway, is *Cahermorris*, and near it, on the shores of Lough Corrib, *Ballinduff*.

The small town of *Shrule* is about four miles north from Headford, on the road to Ballinrobe. It is situated on the banks of the Black river, on which are also the ruins of its abbey and castle. Adjoining the town is *Dalغان Park*, the seat of the Baroness De Clifford. The mansion is a large commodious building. *Shrule* is noted in history from the massacre perpetrated in 1641.

Proceeding to Cong, at a mile and a-half from Headford, we cross the Black river, near the ruins of the

Abbey of Ross, and enter the county of Mayo. At three miles we pass the hill of Kilroe on our left; it is only 228 feet in height, but it affords an extensive view of Lough Corrib, and the very flat country around. *Glencorrib Lodge* is passed at four miles; *Houndswood*, at five; the hamlet of Cross at seven miles, close to which, on the left, is *Ballymacgibbon House*, Mr. Fynn; and on the right, *Garacloon Lodge*. *Neale*, the seat of Lord Kilmaine, lies about three miles to the north of Cross, on the road to Ballinrobe, and the village of Kilmaine about five and a-half on the road to Hollymount.

It is three miles from the hamlet of Cross to the village of

CONG,

which is romantically situated at the upper end of Lough Corrib, and within three miles of Lough Mask. It is on the confines of Mayo and Galway, and may be said to be the central pass into Joyce Country and Connemara. The village contains a small church, chapel, and an inn, where cars can be hired. The chief object of antiquity in this romantic spot, which was the residence of the kings of Connaught, is the interesting ruins of the abbey, founded at a very remote period, and where Roderick O'Connor, the last native king of all Ireland, ended his days in 1198—he was interred at Clonmacnoise. There are also two ancient sculptured stone crosses. Close to the town is *Ashford*, Mr. Guinness. One of the best limestone quarries in the kingdom adjoins the town; and blocks of the largest scantlings can be readily obtained. The country around, though craggy, is fertile; and few of our inland mountain ranges are more interesting or imposing in their outlines than those around Cong.

Lough Mask, which is thirty-six feet higher than Lough Corrib, sends its surplus waters to the

latter through one of those subterranean channels common to the limestone formation, until close to Cong. The stream is visible in several places on the passage; but the most remarkable opening is the Pigeon Hole, which is about a mile from Cong. The descent, about sixty feet, is not difficult; and by the assistance of a light, the course of the stream can be traced in its caverned bed for a considerable distance. Taking the advantages of lake and mountain scenery which this place enjoys, together with its site, we cannot but regret that such a miserable village as Cong should occupy so important a position.

Three miles north-west from Cong are the village and chapel of Fairhill, and at four miles is *Ross Hill*, the lodge of the Earl of Leitrim, and near it are the ruins of *Ross-hill Abbey*, *Peterborough*, Mr. Lynch, and *Benlevey*, Mr. Blake.

From the heights adjacent to the above places, magnificent views are obtained of Loughs Mask and Corrib, and the country lying around them. From *Benlevey Lodge* a road extends round an arm of Lough Mask, which runs five miles into the country, and leads the tourist to the lonely Lough Nafuoey, which is about three miles in length, and surrounded by mountains attaining an elevation of upwards of 2,131 feet above the level of its waters; of these, the summit, called the Devil-Smother, is one of the more remarkable. Two miles north from Lough Nafuoey is another arm of Lough Mask, which runs inland for about three miles; it is separated from the preceding arm by the hill of Glenbeg east, which rises to a height of about 1,230 feet above the waters of Lough Mask, and affords good views of this remote and seldom visited district. A tour of twelve miles from Cong embraces

this tract; but it may be prolonged along the shores of Lough Mask for twelve miles farther, passing *Toor-makeady*, the lodge of the Hon. Mr. Plunket, and joining the Westport road, No. 103, about eight miles from Ballinrobe. This tour can only be made by pedestrians: in some parts there are no roads; and in others, the roads are unfit for wheeled carriages.

On leaving Cong for Maum hotel, we gradually ascend to a considerable height, and in our progress obtain a view of Lough Corrib, with its numerous low islands on the one hand, and Lough Mask on the other. Our road keeps generally along the shores of Lough Corrib, which is remarkably bleak and craggy; but the views of the lake and opposite hills around Oughterard afford a pleasing relief. As the scenery on the right, viz. the Joyce Country mountains, is merely a modification of that which prevails throughout the district we have just entered, and will be presented to the traveller in a thousand better forms and combinations as he advances, we shall not here detain him. Before we reach Maum hotel, however, our road again skirts Lough Corrib for a considerable distance, which is here, with its surrounding scenery, interesting. As we advance, the Glen of Bealanabrack, with its mountain boundaries, gradually disclose themselves; and the little comfortable hotel, and handsome bridge adjoining, appear from this road in a picturesque point of view.

The ruins of Caislean-na-cerce are situated on a small islet near the upper end of Lough Corrib. The castle is stated by Mr. Petrie to have been erected by the sons of Roderick, the last monarch of Ireland, and to be one of the most ancient military structures in the kingdom.

**CONNEMARA, JAR-CONNAUGHT,
JOYCE COUNTRY, AND THE AD-
JACENT MOUNTAIN DISTRICTS.**

Under this head we include, generally, the mountain districts lying between Galway bay and Clew bay—there being no natural demarcations—no peculiar physical features to mark their distinction. Besides, the scenery is uninterruptedly connected. The roads are excellent, and the tour of the district is generally made at the same time, the public conveyances running, *via* Clifden, directly to and from Galway and Westport. At either end of the district there are considerable towns, with the smaller town of Clifden as a central point. At these places there are comfortable hotels, with good posting; and there are no less than eight intermediate inns where post cars can also be hired, viz., at Oughterard, the Half-way House, the Recess, the Fishery or Ballinahinch Hotel, Roundstone, Kylemore, Leenane, and Maum—the last an old-established house.

Bianconi's well-appointed cars run daily from Galway and Westport to Clifden; and during the summer months a steamer also plies daily along Lough Corrib to and from Galway and Maum.

From Oughterard to Clifden is thirty-two miles; from Clifden to Westport is forty; and from Butler's Lodge to Leenane is thirteen; making in all eighty-five miles of good roads, open to the tourist, through continuous magnificent mountain scenery, with, as we have already observed, eight intermediate comfortable inns, where cars can also be hired, and where he can either detour or sojourn: and these roads, which may be said to embrace the more striking parts of the scenery of the district, are wholly irrespective of those in Jar-Connaught, around the coast, and along the glens.

As regards the fiscal divisions of the country, the districts of Connemara, Jar-Connaught, and Joyce Country, have no definite limits on the map—they are merely local names; but they are nearly, in the above order, respectively coterminous with the county divisions of Ballinahinch, Moycullen, and the half-barony of Ross. Locally they are known as the more mountainous portions of the western district of the county of Galway, and popularly as the tract of country which is bounded, on the south, by Galway bay, on the north by Killary harbour, on the west by the Atlantic, and on the east by Loughs Corrib and Mask.

The mountainous district of Murriak, which, for the convenience of the tourist, we have annexed to the above, extends from Killary harbour northwards to Clew bay, and is also bounded on the west by the Atlantic, and on the east by Lough Mask.

According to the above natural limits, the average length of the entire district comprehending Connemara, Jar-Connaught, Joyce Country, and Murriak, is thirty-nine miles, and its breadth from north to south twenty-five miles. It contains about 975 square miles, or 624,000 acres.

The more inhabited portions, together with the greater part of the more cultivated tracts, lie chiefly along the margins of the sea-bays; the interior being a vast tract of almost unbroken moorland.

According to the late Mr. Nimmo's able report, which, however, only refers to Connemara and Joyce Country, "various great inlets penetrate the district, so that no part of it is distant five miles from existing navigation. There are upwards of twenty safe and capacious harbours, fit for vessels of any burthen; about twenty-five navigable lakes in the interior, of a mile or more in length, besides hundreds

smaller: the sea coast and all these lakes abound with fish. The district, with its islands, possesses no less than five hundred miles of sea shore. On Lough Corrib it has about sixty miles of shore; so that with Lough Mask, &c., there are perhaps as many miles of shore of the sea or navigable lakes, as there are square miles of surface.

“Although Connemara be mountainous, it is by no means an upland country like Wicklow; at least three-fourths of the western portion of it is not one hundred feet above the level of the sea. Great part of the southern portion rises from the shore of Galway bay, in a gentle sloping plain, to about three hundred feet, at the upper edge of which there are some hills about seven hundred feet, and thence a vast plain extends to the base of the Maam-Turk, and Bennebeola mountains, or Twelve Pins, as the latter are generally called. But Joyce Country, on the other hand, is an elevated tract, with flat-topped hills of one thousand three hundred feet, to two thousand, interspersed with deep and narrow valleys. On a general view, the whole district seems a continued tract of bog and mountain, the arable land not a tenth of the whole surface.

“This district is very destitute of wood, a few scrubby patches only being thinly scattered through it. The country, however, possesses an extensive stool of timber, for in almost every dry knoll or cliff, the oak, birch, and hazel appear shooting in abundance, and require only a little care to rise into valuable forests. The original population of this district seems to have been entirely confined to the coast; this is in a great measure yet the case. The old churches and chapels are all on the shore; and the only occupation is fishing. Even now there are few people who can be considered as farmers only. Farming and fishing, it is well known, do not assort well together; and however active the natives appear in the latter occupation, they are little inclined to exertion in the former.”

In an agricultural point of view, the more interesting parts are the lower tracts of the great central plain, and the portions which generally skirt the shores of the deeply penetrating sea bays; while, in a scenic point of view, the more central and elevated portions are more attractive; these remarks, however, applying more closely to Connemara and Joyce Country than to Murrisk.

No. 113.—DUBLIN TO CLIFDEN.

BY GALWAY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clifden.
Dublin,	—	—	175½
Galway, by Rail, as in No. 16,	—	126½	49
Moycullen,	7½	134	41½
Oughterard,	9½	143½	32
Shannakinlougha Hill,	6½	150½	25½
Butler's Lodge,	3½	153½	22
Half-way House,	2	155½	20
Recess,	6	161½	14
Glencoaghan Bridge,	4	165½	10
Ballinahinch and Marble-quarries			
Cross-roads,	8½	168½	6½
Clifden,	6½	175½	—

Clifden, as we have already remarked, is the central town; and from the main lines leading to it, roads branch off to all the other parts of the district.

The road, as far as Oughterard, keeps along the southern bank of Lough Corrib, at a variable distance from its shores, maintaining, however, in many places, such a level as commands views of that large sheet of water, of the short but meandering river that takes its name and bears its surplus waters to the bay, of the seats that adorn their banks, and generally of the country around.

To Menlough Castle, and the villas by which we pass, we have already adverted in our brief notice of the environs of Galway, No. 16. We would here direct the attention of the tourist to the advantages which this side of Jar-Connaught presents, in its land shelter, as compared with the seaward side of this remarkably rocky ridge, and from the prevalence of the holly, hazel, and other indigenous growths to its adaptation to the growth of timber, and to how much the scenery and value of the rocky hills might be improved by judicious planting.

About four miles from Galway

we pass *Woodstock*, the seat of Mr. Comyn, whose thriving plantations along the adjacent heights form a striking feature.

At Moycullen roads branch off to the village of Spiddle on the one hand, and to the village of Headford, by the ferry of Knock, on the other. That to the former crosses the dreary and sterile granite ridge to which we adverted in our description of the environs of Galway, No. 16; and that to the latter traverses the low tract lying along the shores of Lough Corrib, which is singularly varied by boggy, rocky, pasturable, and arable lands. Each, in its way, presents distinctly marked physical features, and each affords matter for contemplation, with those who combine with the love of natural scenery, a taste either for scientific pursuits or rural affairs.

The ferry of Knock is six and a-half miles from Moycullen. It is a quarter of a mile in breadth, and the distance thence to Headford four and a-half miles.

The country immediately around Moycullen forms the estate lately purchased by Lord Campbell, the Chief Justice of England; and here we hope his lordship will realize

CONNEMARA, JOYCE'S COUNTRY AND JAR CONNAUGHT.

those improvements, the fulfilment of which he has so frequently adverted to in regard to others.

Danesfield, the residence of Mr. Burke, is close to Moycullen, and its plantations prolonged by those of *Deerpark* and *Knockbane*—the latter the residence of Mr. O'Flaherty—add much to the scenery and character of this romantic part of the country.

Knockbane adjoins Ross Lake, the grand feature of *Ross*, the seat of Mr. Martin, which, from its situation, its extent, its adjuncts of wood and water, is the largest, and, with one exception, by far the most remarkable residence we meet with in our tour. From this, the country gradually assumes a wilder, a more mountainous, and a more moorland appearance, particularly to the south of our road; while that through which we travel maintains, at least to Oughterard, its semi-cultivated character. Passing at about three miles from *Ross*, *Aghanure Castle*, the ancient seat of the O'Flahertys, the former chieftains of this district, we pass *Portacarron* and *Lemonfield*, the latter the residence of Mr. O'Flaherty, the lineal representative of that ancient family, and reach the small town of

OUGHTERARD,

which is picturesquely and pleasantly situated on the banks of the Owenriff, the river which carries to Lough Corrib the surplus waters of the numerous loughs and tarns which diversify the moorland surface of the eastern portion of the great central plain of Connemara. The Owenriff, which generally bears along an ample volume of water, falls over several rapids in its progress around the town to the lake, adding thereby much to the beauty and interest of the locality.

The town, which in general terms may be said to occupy the eastern end of Connemara, as Clifden does

the west, is, like it, though in a somewhat lesser degree, well situated for the supply of necessities to the surrounding district. It contains several good shops; its places of worship are suitable structures and well posited, as are also its military barrack, court-house, work-house, and hotel. These, together with the comparative comfort of the inhabitants, and cleanness of the streets—the villa of *Clareville* at the upper end, and that of *Corribdale* at the lower—the fine river, rushing o'er its rocky bed, as it sweeps around it—the contiguity of Lough Corrib, and the reclaimed lands in the vicinity, particularly on the north side, give to this romantically-situated place an air of superiority as compared with the smaller towns in the province.

The lake, which approaches to within a mile of the town, although not striking in its scenery, presents a vast expanse of waters, across which boats ply to Cong, distant only nine miles. A considerable extent of cultivated lands lie along its shores, to which a road of ten miles in length leads, rejoining the great central line near the head of Lough Boffin. From this road, and still better from the adjacent heights, prospects of this vast sheet of water and the surrounding country are obtained.

According to the Ordnance map of Galway, Connemara may be said to commence at Oughterard, and thence run nearly due west to the Atlantic—Joyce Country occupying the district lying to the north, and Jar-Connaught that lying to the south. Connemara embraces the Twelve Pins, or mountains of Bennebeola, which, in a scenic point of view, are here the great source of attraction. Joyce Country includes the Maam-Turk mountains, Lough Mask, the upper end of Lough Corrib, and a portion of the fine scenery of Killary harbour; and Jar-Connaught embraces the whole of the

country lying along the coast from Kilkieran bay, eastward to the town of Galway.

As the public conveyances are wholly confined to the main lines of road, it will be necessary for tourists proceeding either to Maum or Ballinahinch, or, in short, branching off to any considerable distance from the public road, to hire cars at Oughterard, unless previous arrangements are made, relative to conveyances, either with the innkeepers at Maum, Ballinahinch, the Half-way House, or the Recess.

From Oughterard to Clifden, our road runs along the northern limits of the great, central, moorland plain, which extends from the base of the Maam-Turk and Bennebeola mountains to the sea, maintaining generally, except at Ballinahinch, a pretty uniform level, and skirts a chain of small lakes, together forming an aggregate length of ten miles; thus affording, in a distance of thirty-two miles, irrespective of the splendid mountain scenery, a great and pleasing variety of surface.

On leaving Oughterard we soon emerge on this plain, and from the disposition of the mountains on the north, and the detached hills on the south side of our road, under favourable conditions of the atmosphere, good views are obtained of this far-famed locality, the great capabilities of which, agriculturally considered, has of late years occupied no inconsiderable share of public attention. To those tourists, therefore, who are interested in these matters, the following remarks on this important subject may be apposite.

The authors of recent tours, and the compilers of our hand-books have extolled the lands of Connemara as a field for the profitable investment of capital. Its spreading plains, smiling valleys, lovely vales, sheltered glens, sunny slopes, charming hills, and majestic mountains, have all been lauded,

not only for their extrinsic beauty, but for their intrinsic worth, in an agricultural point of view. They have been held up as tracts teeming with fertility; the plains, valleys, and vales, like the virgin soils of the American continent, only requiring the husbandmen to plough the surface, sow the seed, and ingather the harvest; and the more elevated lands demanding only the presence of the herdsmen to watch the flocks and tend the cattle "on a thousand hills." These writers are evidently not aware that a large proportion of the surface of what appeared to them, from the road, in their hurried midsummer or autumnal tours, so capable of improvement, is covered with such a superincumbent mass of sheer peat, as to render it, in its present state, wholly unfit for the growth of nutritious herbage. That against the reclamation of the greater part of the higher lands, even for depasturing the more hardy breeds of cattle and sheep, "all nature cries aloud;" and that before even the lower tracts could be rendered productive, the fee-simple of good land must be expended.

Not but there are thousands of acres remuneratively reclaimable in the vast tracts which are spread around, as well as along the shores of the deeply penetrating sea-bays, but these are seldom visited except by the agricultural tourist.

At five miles from Oughterard, we reach Lough Boffin, at the upper end of which the road running around Lough Corrib from Oughterard joins the main line, and where also the road running down to Kilkieran bay branches off. Here we may observe, that the inlets of the bay approaches to within four miles of our road on the one hand, and the shores of Lough Corrib, to within two miles, on the other.

Passing Lough Ardden, which our road skirts, we reach the small

lonely cabin, called Butler's Lodge, where the road to Maum branches off; see No. 115. From this we skirt along Lough Shindilla, remarkable among the other loughs, from its wooded islets, till we reach the Half-way House. This little inn, which partakes of a much more humble exterior than any of the others in the district, affords comfortable, though plain accommodation, and a good car. It is situated between Loughs Shindilla and Orid, and is well situated for those whose duties may require, and whose taste may incline them to sojourn a few days, in order to become acquainted with the nature of the land, or the topography of the locality. Here the beauty of the lakes we have passed, and the susceptibility of their bleak and boggy shores of ornamental improvement, and the character of the scenery around, will strike the lover of nature's beauties; while the agriculturist will discover many tracts of remuneratively improvable land, which lie hid from the unpractised eye. From any of the more elevated hills, which lie scattered throughout the plain, to the south of the road, the general appearance of the heath-clad surface of the country, with its numerous little glittering lakes, can be readily seen, and a good prospect of the whole district can be obtained from the frontier hills of the Maam-Turk mountains, whose towering heights trend northward to Lough Mask.

About a mile from the Half-way House, the second road branches off to Kilkieran bay. The improvements lately effected under the Board of Works, in the navigation and pass of Bealdangan, one of the upper arms of the bay, will facilitate the opening up, and general intercourse of this large and hitherto inaccessible district. From the extraordinary ramifications of this sea-bay, there are great tracts of land which are difficult to approach.

Near the head of the bay, and six miles from the inn, is the fishing-lodge of Invermore.

Here we may remark, that the surplus waters of all the lakes we have passed run eastward, and are finally discharged by the Owenriff river, by Oughterard, into Lough Corrib; while those of the lakes which we pass in our way to Clifden, are borne by the Owenmore, or what is generally called, the Ballinahinch river, to Bertraghboy bay.

Close to the Half-way House the mountain road leading to Kylemore branches off.

At six miles from the Half-way House we reach the Recess hotel, so named from the adjacent river. The central situation of this comfortable hotel, and the splendid scenery around, render it a most desirable resting-place for tourists. The hotel is close to the shore of Glendalough, where the eye is gladdened with the matured improvements which were commenced here a good many years ago, by the late Dean Mahon, who erected a comfortable lodge, and increased the area of the woodlands around the shores of this beautiful sheet of water, by additions to those of indigenous growth; and near to Glen Inagh, under which name we include the whole of the beautiful and highly improvable glen that extends from Glendalough up to Tooreenacoona bridge, a distance of seven miles. This fine glen, which is bounded on the west by the lofty precipices of the Twelve Pins of Bennebeola, and on the east by the acclivities of the Maam-Turk mountains, embraces the lovely loughs of Derryclare and Inagh—the lineal extent of whose united waters is six miles, the average breadth about half a mile. A new road leading through the glen has been laid out, and portions made at either end. When finished, it will open up, by an easy way, a beautiful and valuable tract of country, and also connect the two

hotels, viz., the Recess and Kylemore, by a comparatively level road of ten miles long. As it is, many traverse it on foot, while others enjoy the magnificent scenery from Lough Inagh. For this purpose, as also for fishing, under permission, boats can be had on application to Mr. Joyce, the tenant of Coolnacarton, a farm lying between the two lakes.

In regard to the indigenous woods of this district, we may here observe, that the greater part of the few existing remnants are in this division of the country, viz:—on the shores of Loughs Glendalough, Derryclare, Ballinahinch, and Kylemore, and these remnants, collectively, would not amount to many acres.

From the Hill of Lisoughter, which, at a mile to the north of the Recess hotel, attains to an elevation of 1,514 feet, all the magnificent scenery we have faintly sketched, as also the great extent of country stretching southwards to the ocean, can be distinctly traced.

At four miles from the Recess hotel the Glencoaghan river falls into the Owenmore. This stream flows through the glen from which it derives its name. It penetrates the southern slopes of the Twelve Pins, for about two miles, and displays a considerable portion of wild mountain scenery; all of which is finely displayed from the adjacent heights.

But the pride of Connemara are the Twelve Pins, or mountains of Bennebeola, the immediate vicinity of which we have now reached, the axis around which the finest scenery of Connemara may be said to revolve. Taken collectively, though not the highest, they form incomparably the most singular and most beautiful of all our mountain groups. They lie compactly together, occupying an area of forty-two square miles; shoot up into

twelve distinct cones, whose heights vary from 1,700 to 2,300 feet—one-third of the circumferences of their united bases being laved by the waters of the loughs of Ballinahinch, Derryclare, Inagh, and Kylemore. At the proper distance from the base of this splendid alpine cluster, their conical summits are seen under many forms. At some points, as on the higher parts of the road leading from Kylemore to the Killary, they are presented in long array; at other points they appear grouped and isolated in the most pleasing and fantastic forms—here wreathed in mist, there partially displayed—sometimes illumed by the slanting rays of the sun, at other times invested in the most sombre hues; in short, ever changing in appearance with every varying modification of light and shade, of air and sky, of proximity and distance.

From Glendalough a road is carried southwards for twelve miles; it skirts the upper end of Bertraghboy bay, and runs down to the coast, opening up many tracts of highly improvable land. From Cashel hill, which is five miles from the Recess hotel, and three from that at Ballinahinch, and which rises 1,024 feet over the level of Bertraghboy bay, a prospect is obtained of nearly all the southern portion of Connemara.

The following are the principal summits of the Twelve Pins:—Bengower, 2,184; Derryclare, 2,220; Bencorr, 2,336; Bencullagh, 2,084; Bencullaghduff, 2,290; Benbaun, 2,305; and Benlettery, 1,904 feet.

Resuming our route from the Recess to Clifden, we pass, at four miles from the former, the road branching off Roundstone (No. 116); and crossing the Owenmore river, as well as the entrance to Glencoaghan, our road keeps the shores of the Ballinahinch lake for about three miles, and, at the same time, under the base of Derryclare and Benlettery, the bleak, majestic

sides of which, rearing high from the road, form a striking feature.

From the road, and still better from the adjacent high grounds, the lake and demesne of Ballinahinch is commanded. Till lately this was the seat of the Martins of Ballinahinch, who, for several generations, possessed the entire district lying around—a district amounting to nearly 200,000 acres. Now that ancient family are extinct, and, in the vicissitudes of fortune, the entire property has passed into the hands of the London Law and Life Insurance Company!!! On a small islet in the lake are the ruins of the keep of an ancient castle. The modern family mansion is a very plain structure in the centre of the demesne, which is more remarkable from its situation, and the associations connected with its former possessors, than from its intrinsic value as a residence; but it possesses great capabilities of improvement.

A road runs through the demesne to the Ballinahinch hotel, which is three miles from the main line (No. 116, second road); and, near the same point, another road branches off to the marble quarries. These quarries, which furnish the green marble so much admired for chimney-pieces, are situated about two miles from the main road, near the source of the Owenglen, the river which unwaters the glen through which it flows to the sea at Clifden.

From the branch road leading to the marble quarries, which is near to the entrance leading to Ballinahinch, the main line of road lies over a somewhat hilly tract, and through a considerably diversified country, to the small town of

CLIFDEN,

which has sprung up within these thirty years. It is romantically situated at the head of Ardbear harbour, an inlet of Clifden bay. It contains a commodious and comfortable hotel, where conveyances

can be always obtained; a court-house, church, R. C. chapel, diocesan school, and several large shops. Till within these few years past a little import and export trade were carried on, for which the beautiful harbour is well circumstanced.

The two neat, though small villas, *Glenanin* and *Glenamon*, are adjacent to the town; and *Clifden Castle*, the seat of Mr. Eyre, is within one and a-half miles of it. The mansion, a small, plain, modern, castellated edifice, is beautifully situated on the shores of Ardbear harbour, adorned with a considerable extent of thriving plantations and beautiful grassy lawns; and commands an extensive view of the flat, dreary country lying to the south. A path, to which the public have access, runs from the demesne to the town, along the banks of the bay, from which the beauties of the latter are also advantageously seen; and the banks of the Owenglen, from the rapid formed by the river a little above the harbour, affords, in many places, wild and picturesque scenery.

The country around Clifden is well inhabited, particularly in the districts lying to the north, south, and west of the town; and throughout all these parts there is a considerable extent of tillage and pasture lands.

On the shores of the former sea-bay, and about seven miles from Clifden, is *Bunowen Castle*, the residence of Mr. Blake. The site of this place is well defined by the hill of Doon, which, though rising only 213 feet above the ocean, is a feature in the flat district which lies along the coast.

The latter tract, including the whole line of shore from Bunowen bay to Clifden bay, with the numerous rocky islets that skirt the coast, offer but little to interest the tourist, whatever his tastes or pursuits may be. On Illaunamanad, the most westerly, and one of the

largest of them—its area being twenty-nine acres, and its summit-level, eighty-nine feet—there are two lighthouses. It is this islet that constitutes Slyne head.

Clifden Castle, with its large estate, was long enjoyed by the D'Arcys, of Clifden. It, like *Ballinahinch*, has lately changed owners; and *Bunowen Castle*, the seat of Mr. O'Neill, has also passed into other hands. The *Ballinahinch* estate was by far the largest in Connemara, or, indeed, as regards area, in Ireland; and the D'Arcy estate

was, in point of extent, next to it in Connemara.

From the verdant hill of Cloughanard, which rises 420 feet immediately over Clifden, a prospect is obtained, embracing the town, seabays, and district immediately around it, with a large extent of the country lying along the coast.

In the small peninsula of Irrislannan, which lies between Ard-bear and Manning's bay, are the coast-guard stations, the old and modern church—the latter recently built for the Protestant converts.

No. 114.—DUBLIN TO KYLEMORE.

FIRST ROAD, BY CLIFDEN AND STREAMSTOWN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kylemore.
Dublin,	—	—	188½
Clifden, as in No. 113,	—	175½	12½
Streamstown,	2	177½	10½
Letterfrack,	5	182½	5½
Kylemore Hotel,	5½	188½	—

Along this line of road Bianconi's two-horse car runs daily to Westport; and cars can also be hired at Clifden and Kylemore.

It is to the north of Clifden, that is, in the district lying between Clifden and the entrance to Killary harbour, that all the more recent agricultural improvements have been effected. And there, we may observe, the land along the coast is, generally speaking, of a superior quality, as compared with the greater part of Connemara.

From the respectable class of farmers who have located here, and the comfortable farm steadings which they have erected, the country already assumes a cultivated and civilized appearance; and much good may be expected to follow from a steady perseverance in the line of industry which they have adopted. In connexion with their location we may notice the new roads which tra-

verse the scene of their operations, viz.: those from Streamstown along the bay which takes its name, and also from the same point to Cleggan bay, a distance of four and a-half miles; and from Mayard bridge, where the new settlers have been instrumental in erecting a commodious church and schools. Roads also branch off to Cleggan and Ballynakill harbour.

At Letterfrack a striking example is afforded of what may be effected in a few years by the judicious expenditure of capital in Mr. Ellis, an Englishman, and a member of the Society of Friends, who has built not only a handsome residence, and improved to a high degree a large extent of moorland, but has erected schools, police barracks, comfortable dwellings for his workmen, and a store where all can be supplied with every necessary, of excellent quality, and at a reason-

able rate; and thus, by example and precept, is improving the moral as well as the physical aspect of all around.

At Letterfrack, which is situated on Bernaderg bay, the road to Tully and *Rinvyle* branches off—the former, a small hamlet, the latter, the seat of Mr. Blake. They lie from five to six miles from Letterfrack.

On the peninsula in which *Rinvyle* is situated, though more exposed to the Atlantic storms than the other inhabited portions of the seaboard, there is, comparatively speaking, a good deal of cultivated lands. The humble ruins of *Rinvyle* church and castle lie near *Rinvyle*-point, and a road runs along the coast to *Salrock*, for ten miles, exhibiting in its progress a great extent of oceanic and mountain scenery, and connecting *Salrock*, the seat of General Thompson, with *Rinvyle*, that of Mr. Blake. At two miles from Letterfrack we cross the Dawcross river, the stream that discharges the surplus waters of Kylemore and Pollacappul loughs, as also of various mountain torrents, into Ballynaskill harbour, and reach *Adragoole*, the seat of Mr. Eastwood, another English settler, who, within these few years past, has won a large tract from the heathy waste, and erected a comfortable mansion, with all the appurtenances necessary to a country residence, formed roads, and planted to a considerable extent.

On leaving this oasis we soon pass the small lough of Pollacappul, and reach the pass and lough of Kylemore.

The latter, though of limited dimensions—its length being one and three-quarter miles, and its breadth half a mile—is, in the strict sense of the term, the most beautiful, perhaps, of all the Connemara lakes. It occupies the whole of that part of the bottom of the glen in which it is situated, and the mountains which spring from its shores attain

to a considerable elevation. On the south side, the pastoral acclivities seem to rise in softly successive undulations to the towering peaks of the Twelve Pins; on the north, the partially copse-clad steepes of Garraun rise more boldly from the water's edge; while on the east, the view is prolonged o'er moss and moor to the lofty mountains of Maam-Turk.

Garraun, the mountain on the north side of the lake is, from many points, a striking feature; it attains to an elevation of 1,973 feet, and separates Glen Fee from the pass of Kylemore. Garraun forms part of the estate lately purchased by Archdeacon Wilberforce, from Mr. Blake of *Rinvyle*, and on the shores of Pollacappul, the small lake which adjoins Kylemore lough, he has laid the foundation of a residence, to which is attached a beautiful, though limited tract of natural copse-wood—one of the few remnants of indigenous sylvan scenery existing in the district.

The Kylemore hotel is on the northern shore, and stands near the head of the lough from which it derives its name. It is a recently built, comfortable house, situated in the centre of the most interesting portion of Connemara; is conveniently circumstanced as regards the finer portions of Joyce Country and Murrisk; and is near to the head of the more striking scenery of Glen Inagh—the key for those pedestrians who wish to explore, from this part of the valley, which surrounds the Twelve Pins, the inner glens, dells, recesses, &c. of that extraordinary assemblage of mountains.

A very interesting tour may be made from Kylemore hotel to *Salrock* and the Killaries, by Glen Fee; and for those who may arrange to walk or proceed either by ponies or boats from *Salrock* to the junction of the old and new roads leading to the lesser Killary, at the Bunowen river

—a distance of five miles—where they may rejoin their cars; all the more sublime portions of the Killary scenery, together with that of Glen Fee and Salrock, may be continuously and easily obtained.

Itinerary.	Statute Miles.		
	Distance between Stations.	From Kylemore.	From Delphi.
Kylemore Hotel,	—	—	15½
Glen Fee Cross-roads, . . .	—	3	12½
Lough Fee,	1½	4½	11
Lough Muck,	1½	6½	9½
Salrock,	½	7½	8½
Junction of new and old roads to the Lesser Killary,	5	12½	8½
The Ferry near Killary Lodge, . .	1	13½	2½
The Delphi (including ferry), . .	2½	15½	—

The first part of our tour is along the main line from Clifden to Westport, where the road branches off through Glen Fee to Salrock; and in ascending the ridge which lies between Kylemore and the Killary, we command the Twelve Pins, in perhaps their finest point of view. Here the Twelve Pins appear more detached than from any other point, exhibiting their towering conical forms in more lengthened array. Here the Maam-Turk mountains rear high their domical summits in circular outline, in contrast, as it were, as well in form and in disposition to the peaks of Bennebeola; and here also the eye ranges along the intervening, (would that we could add), the cultivated vale of Glen Inagh.

Glen Fee, as we have already remarked, is separated from that of Kylemore by the mountain of Garraun—the loughs which those glens respectively contain being only in a straight line, one and a-half miles asunder. The scenery of Glen Fee is more allied to the sublime than Kylemore—the lough is two miles in length, by one-third of a mile in breadth, and the outline of its shores is somewhat more varied. Connected with Lough Fee we may notice the smaller and adjacent Lough Muck.

These lakes lie completely imbedded between Garraun on the

south, and the high ridge which, on the north, separates Glen Fee from Killary harbour; on the east, the mouth of the glen widens, and blends with the plain which stretches eastward to the Maam-Turk mountains; while, on the west, it is narrowed to a ravine by the approaching declivities of its mountain boundaries. From Lough Muck, a road, as noticed above, runs through the strip of cultivated lands that lies along the coast to Rinvyle; our line of tour, however, turns to the right, passes the parsonage, and keeps the road leading across the ridge to *Salrock*. In ascending this ridge, a fine view is obtained of the small Lough Muck, the huge dark mountain of Garraun rising grandly over it, and generally of the Rinvyle coast. In descending to *Salrock*, one of the most beautiful, and at the same time one of the most striking scenes in Connemara, is gradually displayed. This scene embraces the demesne, hamlet, and church of *Salrock*; the lesser Killary harbour, with its contiguous rocky isles, and Inishboffin in the distance; the beautiful pastoral ridge that encircles the harbour, and separates it from the larger Killary, together with Mweelrea, the most lofty mountain in the west, towering over it.

The house, and all the improvements around it are the work of

General Thompson, a veteran officer, who has seen much service, and who located here about fifteen years ago. The place in which he has fixed his abode is, from its soil and shelter, well suited to a marine residence, and the scenery is at once sublime and delightful. The verdure he has created around the shores of the romantic little harbour, as seen in our descent to this happy spot, forms a remarkable and pleasing variety with the dreary, uncultivated dark moors we have just traversed. The green-sward hills, on which thriving flocks of Cheviot depasture, will strike the agricultural eye, as compared with the brown, heath-clad mountains of the neighbouring glens, over which a few wretched cattle roam; while to all, the comfortable mansion, hamlet, church, schools, and the fishing boats in the harbour, contrast forcibly with the unpeopled wastes of Glen Inagh. The vast expanse of ocean beyond the bay awakens in the mind very different trains of thought from those excited by the contemplation of the lonely, tiny loughs which adorn the bosoms of the more central glens; while the lofty Mweelrea, the monarch of the scene, aided in its effect by the intervention of the remarkable pastoral ridge which separates the Killaries, imposes a solemnity on all around. All the scenery we have thus endeavoured to generalize is commanded from the summit of the ridge we have just alluded to, as also the Killary, the grand feature of the district, which, by crossing the ridge, is only one mile distant from Salrock.

The Killary is a narrow arm or strait of the sea, running up from the Atlantic to the vicinity of Leenane, where it meets the Erriff river—a distance of eight miles—maintaining for its whole length an average breadth of half a mile, and, for so far, separating the counties of Mayo and Galway—Mweelrea, however,

which constitutes the grand alpine feature, being on the north, or Mayo, side of the strait. This mountain, to which we have had occasion repeatedly to refer, in our notices of this locality, is, in its visual effect, as surveyed from the sea, from which it directly springs to a height of 2,686 feet, a sublime object. Its summit-level is about a mile from the shore, and its acclivities extend along the water for six miles—that is, from the mouth of the strait to the glen of Bundorragha; and thence the mountain boundaries of the strait are prolonged by Bengorm, which, in its turn, attains to an elevation of 2,286 feet.

On the southern side, the ridge of Salrock continues from the mouth of the Killaries to the Bunowen river, where it subsides into the plain of Glen Inagh; and the boundaries are thence continued by the northern slopes of Tonabrick, the most northerly of the Maam-Turk mountains.

The late Mr. Inglis, who was generally a very accurate observer, states, in his tour, that “The Killary is a narrow, deep inlet of the sea, reaching far up into the country, and bounded on both sides, and throughout its whole extent by a range of mountains, nearly as elevated, and of as picturesque forms, as any in Ireland. It may easily be conceived how great the attractions of this scene must be: it is of an entirely novel character, and resembles more the scenery of a Norwegian fiord than any thing I know nearer home.”

Should *Delphi*, the lodge of the Hon. Mr. Plunket, be visited, either in this or in a separate excursion, boats can be obtained, by previous arrangements, at the point which is opposite to the road leading to Delphi. The ferry is here half a mile across, and the lodge is two miles from the shore. The road runs up the glen to Doolough, which is three miles from the Killary,

where it branches to Louisburgh and Westport—that to the former being ten and a-quarter miles, and to the latter seventeen miles.

In proceeding from the Killary to Delphi, we enjoy the companionship of the Bundorragha, the river that bears, in its short course, the waters from this part of Murrisk to Killary. Delphi is situated on the eastern side of the small Lough Finn, whose shores are adorned by the plantations formed by the late Marquess of Sligo. It is approached from Louisburgh and Westport by the roads leading through the fine intervening mountain glens, the pastoral character of which—indeed both mountain and glen—is greatly superior to those of Connemara.

Doo lough is close to Lough Finn; it is upwards of two miles in length. The scenery around is grand, wild, and imposing; the mountains rise from 2,280 to 2,688 feet above the sea, and present themselves, from almost every point of view, in the most impressive forms.

We may observe, that those who prefer sailing down the Killary, can, by previous arrangement, obtain a boat at Salrock; but, if ponies are requisite, they must be secured at Kylemore hotel.

In proceeding from Salrock to the junction of the new and old roads at the Bunowen river, it is necessary to climb the steep and rugged ascent to the rocky pass by the way-side monuments — the “circular stone enclosures used as penitential stations by the Roman Catholic peasantry,” which are close to the pass, and thence descend by the very uneven road to Bunowen, whence all the solemn grandeur of the Killary scenery is exhibited in long array.

The completion of the partially formed road running along the shore from Salrock to the coast-guard station at the mouth of the Killary, and the formation of a new line, in lieu of the bridle-road that extends along the water’s edge to Bunowen bridge, would open up the most striking scenery in the district.

No. 115.—DUBLIN TO KYLEMORE.

SECOND ROAD, BY BUTLER’S LODGE AND LEENANE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kylemore.
Dublin,	—	—	174½
Butler’s Lodge, as in No. 113,	—	158½	21
Maum Hotel,	4½	163	16½
Leenane,	8½	166½	8
Killary Hotel,	½	167	7½
Kylemore Hotel,	7	174½	—

Travellers by this line to Kylemore, will require either to hire a conveyance at Oughterard, or should they proceed on to Butler’s Lodge by the public cars, to arrange for conveyances to meet them there, and these they may procure either from the Maum hotel, the Half-way house, or the Recess hotel.

The road from Butler’s Lodge (the point of divergence from the main line) is bounded on the west by the mountains of Maam-Turk, which, springing from the head of Lough Corrib, sweep in semicircular outline to Leenane, a distance of twelve miles.

Maam-Turk is the longest moun-

tain chain in the district. Their summits, which range in elevation from 2,000 to 2,500 feet, form the limits of the baronies of Ross and Ballinahinch, and at the same time the bounds of the districts generally known as Joyce Country and Connemara. Topographically they serve to separate the Bealanabrack valley from Glen Inagh, and to mark, in a general way, the natural divisions of the district.

The country travelled through for the first two miles, partakes of the same moorland character as that lying between Butler's Lodge and Oughterard; but from the summit level of the road leading to the Maum hotel, it improves as well in the intrinsic value of the soil as in its general appearance. In our descent,

views of the upper end of Lough Corrib are obtained; of that vast tract of the mountainous part of Joyce Country, which lies around the western shores of Lough Mask; of the pretty valley in which the Maum hotel is situated; and, generally of the Bealanabrack glen, through which our road from Maum to Leenane lies.

If we except the Half-way house, all the hotels in Connemara and Joyce Country are conveniently situated. Each of them forms, as it were, the nucleus of an extensive and interesting district. Each of the districts are distinct in their nature and character, and each are calculated to afford employment to the tourists, be their objects scenic or scientific.

NO. 116.—DUBLIN TO ROUNDSTONE.

FIRST ROAD.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Roundstone
Dublin,	—	—	175
Glencoughan Bridge, as in No. 113,	—	165½	9½
Cloonbeg Bridge,	3	168½	6½
Toombeola Br. and Ballinahinch Hotel,	2	170½	4½
Roundstone,	4½	175	—

SECOND ROAD.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Roundstone
Dublin,	—	—	176
Ballinahinch Cross-roads, as in No. 113,	—	168½	7½
Cloonbeg Bridge,	1½	170½	5½
Toombeola Br. and Ballinahinch Hotel,	1½	171½	4½
Roundstone,	4½	176	—

It will be necessary for those proceeding by the public cars either to Roundstone or the Ballinahinch hotel, to manage to have conveyances to meet them either at the Ballinahinch cross-roads or Glen-

coaghan bridge. This they can previously arrange with the proprietors of the Ballinahinch or Recess hotels.

By the first road, which keeps along the south side of the Ballinahinch lake, and at a considerable distance from the mountains, better views are naturally obtained of the Twelve Pins than from the central line leading to Clifden, which keeps more under their base. From Cloonbeg bridge to Toombeola bridge our road runs along the left bank of the Ballinahinch or Owenmore river—here a fine stream, and well known to anglers. The course of this river is but short, being only two and a-half miles—that is, from where it leaves the Ballinahinch lake till it meets the tide water at Toombeola bridge.

Close to the above bridge is the Ballinahinch hotel, a clean, neat, comfortable cottage, where good accommodation is afforded, and where cars and boats can be hired, and liberty for fishing obtained—the celebrated salmon fishery, which is under the same management, being close to the hotel.

The hotel, too, is admirably situated as well for the angler as for those who delight in aquatic excursions. Here the overflowing waters of loughs Garrowman, Inagh, Derryclare, and Ballinahinch mingle with the ocean; and here, too, parties may step into their boats either to explore the beauties of Bertraghboy bay, or those of the lakes above enumerated.

Near the hotel, and close on the shores of the bay, are the ruins of Toombeola abbey, one of the few remnants of an ecclesiastical character in the district; and Cashel hill, which attains to a height of 1,024 feet above the sea, lies about three miles to the east. This hill, from its isolated position, and the comparatively flat and low country around it, commands extensive views of the coast, of the islands,

of the mountains, and of the country far and near.

Roundstone, the only place in Connemara, besides Clifden, worthy of the name of a town, is four miles from the Ballinahinch hotel. It is pleasantly situated on the western shores of the harbour which bears its name, and owes, in a great measure, its existence to the exertions of the late Alexander Nimmo, the celebrated engineer, who built the town, having leased the lands from the former proprietor, Mr. Martin, of Ballinahinch. It contains a comfortable inn, where cars can be hired, with places of worship for Roman Catholics, Episcopalians, and Presbyterians, and a small monastery, sessions-house, &c.

A road is carried along the shore and through a considerable extent of inhabited and cultivated country from Connemara to Bunowen, a distance of nine miles; and there is also a good road from Roundstone to Clifden, a distance of eleven miles.

The hill of Urrisbeg is one and a-half miles west of Roundstone. It rises to a height of 987 feet above the sea level, and, like Cashel hill in position and other circumstances, commands a vast prospect over sea and land. From the summit of Urrisbeg, under favourable conditions of the atmosphere, the topography of the parochial divisions of Ballindoon, which embraces the south-western portion of Connemara, with its myriads of glittering tiny lakes, can be readily comprehended—the mountains around, including the Twelve Pins of Bennebeola, in all their magnificence, surveyed—and the various sea-bays, with their numerous islands, in all their intricacy can be traced.

Among the islands we may particularize Inishlackan, which contains the coast-guard station; St. M'Dara's and Croaghnaakeela, both containing church ruins—the latter being for many years the deerpark of the Martins of Ballinahinch.

At the base of Urrisbeg, in 1835, the Mediterranean heath was first observed by Mr. Mackay, the author of "Flora Hibernica."

The harbour of Roundstone is remarkably commodious and safe; there is excellent anchorage, and sufficient depth of water for the largest vessels close to the pier at any time of the tide. Adjoining Roundstone is the beautiful harbour of Bertraghboy, which runs into the land six miles, and is in some parts from one to two miles broad. These bays, from their singular configuration and extent, are remarkable features in the scenery, and highly important as regards the improvement of the country.

The "Angler in Ireland," who happened to visit Roundstone under

fortuitous circumstances, at least as regards the state of the weather, says, "The white cottages of Roundstone, clustering round the base of the hill of the same name, the broken rocky shores that on all sides encircle the bay, the gigantic arms that it extends deep into the land, the fishing boats idly rocking in the little port, with the many others skimming across the blue water in every direction, and, beyond and above all, the lofty chain of the Twelve Pins piercing far into the azure vault of heaven, unstained by a single cloud—these several objects of beauty alternately engaged my eye and charmed my mind, as our tiny frigate shot across the bosom of this fine harbour."

No. 117.—DUBLIN TO ENNISKILLEN.

FIRST ROAD, BY RAIL, TO NEWBLISS, DUNDALK, CASTLEBLAYNEY AND BALLYBAY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Enniskillen.
Dublin,	—	—	118½
Dundalk, by Rail, as in No. 17,	—	54½	64
Inishkeen,	7½	62	56½
Cullaville,	5	67	51½
Castleblayney,	5½	72½	46
Rallybay,	6½	79	39½
Newbliss, by Road,	9½	88½	29½
Clones,	4½	93½	24½
Newtownbutler,	6	99½	18½
Lisnakea,	6½	106½	12
Maguire's Bridge,	3½	109½	8½
Enniskillen,	8½	118½	—

The country lying around Dundalk is generally noticed in connexion with that town, No. 17.

At Dundalk we leave the Belfast and Junction Railway, and proceed by the Dundalk and Enniskillen line to Castleblayney.

The sudden change in the scenery, surface, and soil, and consequently, in the culture and appearance of the farms in the country travelled

through between Dundalk and Castleblayney, and, in short, throughout the whole of that portion of the country which lies to the north and west of Dundalk, as compared with the great eastern champaign plain of Ireland, along the seaboard of which we have journeyed from Dublin, must be evident, even to the most casual observer.

Indeed, the first curve the railway

makes on leaving Dundalk for Castleblayney, unfolds the small fields, the rough surface, the irregular culture, the frequent and humble homesteads, the low abrupt hills, and the winding glens in striking contrast with the large enclosures, the smooth leas, the larger farm yards, the waving plains, and the softly flowing ridges, which prevail in the district we have just left.

Close to the Inishkeen station, and romantically situated on the banks of the Fane, are the church, R. C. chapel, glebe, round tower, abbey ruins, and stone cross of Inishkeen. Here we may observe, that a passenger car, in connexion with the Dublin trains, runs from Inishkeen to Carrickmacross.

From Inishkeen to two miles beyond the Culloville station, the rail keeps generally along the banks of the Fane, here a pretty mountain stream, meandering through the romantic valley, and through the lateral glens we obtain views of the rugged hills which, on the north, blend with Slieve Gullion.

The prevailing rock of the district is the lower silurian, and, through very considerable cuttings effected in these rocks, the railway is carried for a short distance, ere we reach the town of

CASTLEBLAYNEY,

which, in its general aspect, has the air of a place of business. It is regularly built, has a good market-house, an excellent inn and posting establishment, a neat church, beautifully planted around, a commodious R. C. chapel, Presbyterian and Methodist places of worship, sessions-house, and union workhouse. There are few more interesting seats than that of Mr. Hope (now the proprietor of Castleblayney). Though it exhibits no bold features, it displays many beauties and possesses many fine trees, particularly beeches and walnuts, and enjoys some beautiful

combinations of wood and water. It embraces the whole of the lovely Lough Muckno, containing 600 acres, its pretty islets and softly-swelling boundaries; and the rich foliage which now mantles the latter adds much to the splendour of the scenery. The plantations also clothe many of the surrounding heights; and while they increase the beauty of the residence, add much to the appearance of the neighbourhood.

On one of the small islands in the lake are the ruins of an ancient fortress. The mansion of Castleblayney is a plain commodious structure.

The hilly country around Castleblayney is considerably intersected by bogs and marshes; and among the higher hills, which are five miles north-east of the town, on the confines of the counties of Monaghan and Armagh, Mullish rises 1,034 feet; and two miles south from the town the hill of Knockawallis is 709 feet. From this hill a good view of the hilly country lying around Castleblayney is obtained. The stream from Lough Muckno enlarges the smaller Lough Ross, and carries its tributary waters to the river Fane, which runs through the valley we have just traversed, and falls into Dundalk bay at Lurgan-green.

The successive round hills which stretch away, summit after summit, as far as the unaided eye can reach, with the intervening winding valleys, the little farms with the numerous rude small farmeries; in fine, the general configuration and rural economy of the country around Castleblayney will give the traveller a pretty good idea of the appearance and nature of the central and arable parts of Ulster; and under various modifications which appertain more to the quality of the soil and the hand of care than to superficial differences, these characteristic features are evident throughout the remainder of the journey.

The small town of Ballybay is pleasantly situated in one of the valleys to which we have just alluded. It contains the places of worship common to the larger towns in Ulster, and still carries on a little business in the linen trade. Close to the town is *Ballybay House*, the residence of Mr. Leslie. This handsome seat is beautifully situated, and includes the whole of the pretty Lough Major.

At four miles from Ballybay the road leading from Cootchill to Monaghan is crossed, and at ten miles the neat village of Newbliss is reached, adjoining which is *Newbliss House*, the residence of Mr. Kerr. At three miles from Newbliss we pass *Ballymore*, the residence of Mr. Foster, cross the Finn river, and run through a very beautiful tract of country to

CLONES,

situated on the confines of the counties of Monaghan and Fermanagh. It occupies the entire of one of the numerous little hills with which the country is diversified, and is surrounded by an interesting and well-cultivated country.

It carries on a considerable retail trade; and at the weekly markets a good deal of corn is disposed of. There are a brewery and tannery in the town, and some corn mills in the neighbourhood. The retail trade is also comparatively good. The parish church, R. C. chapel, and Methodist meeting-house are in the town; the Presbyterian meeting-houses are in its vicinity. It also contains a comfortable inn, where post-horses can be obtained, and a union workhouse, sessions-house, market-house, &c. The Ulster Canal runs within a short distance of the town.

Clones lays claim to very high antiquity. In its ecclesiastical records it is stated that an abbey, dedicated to St. Peter and St. Paul, was founded here in the sixth century, and that the principal thereof

was the first mitred abbot in Ireland. On the south side of the town are the ruins of an ancient church, and near it a portion of one of the ancient round towers, a very rude specimen of those singular structures. In its military history, Clones was occupied by the Anglo-Normans soon after their arrival; and in 1207 the abbey and town were burned by Hugh de Lacy.

The country around Clones, in common with the adjoining parts of the counties of Cavan and Fermanagh, is beautifully diversified with low, round, fertile hills; and the intervening flat grounds are singularly intersected with numerous small lakes and marshes. From the ancient fort which crowns a hill adjoining the town, a good view is obtained of the wide-spreading, comparatively well-cultivated, and highly diversified country lying around.

We may remark that the country around Clones partakes of that beautifully varied hilly surface which is common to the greater part of Ulster, and that the views from the ancient fort of Clones, which consists of a treble series of ditches rising one over the other, embraces, on the north, that portion of this district which is bounded by Slieve Beagh, the range of high hills that extends from the vicinity of Lisnaskea to that of Emyvale, and of which Carnmore, attaining an elevation of 1,034 feet, is the highest summit. The town and fine estate lying around it, belongs to Sir Thomas Lennard, Bart.

To the north of the town is *Oakpark*, Mr. Hamilton; and near it, *Johnstown*, Mr. Irwin. On the south of the town is *Scarva*, and one or two other villas. About four miles from the town, on the road leading to Cavan by Ballyhays, is *Hilltown*, the seat of Mr. Madden. This well-wooded demesne occupies a considerable extent of the beautifully varied surface which prevails

around it in common with the rest of this district. In the vicinity of *Hilltown* is the hamlet of *Scotshouse*, where *Worm Ditch*, the remains of an ancient embankment, can still be traced. The outlines have been followed for several miles. They are defined on the Ordnance map. *Farmhill* and *Carra* are also in the vicinity of *Hilltown*.

Six miles from Clones, on the road leading to Monaghan, is the village of *Smithborough*, where there is a small spade manufactory; and near it are *Loughooney House*, *Lake View*, and *Springmount*.

Newtown Butler, through which our road also lies, is a mere village as compared with Clones. It contains, however, a market house, sessions-house, several places of worship, and a comfortable inn. Occupying the summit of a hill, it is also, like Clones, a conspicuous object for many miles around; and, fortunately, like it, too, in its proprietor, the Earl of Lanesborough, who has not been unmindful of its improvement.

Crum Castle, the seat of the Earl of Erne, is about two and a-half miles from *Newtown Butler*.

The modern and fine castle of *Crum* is situated at the head of a narrow promontory, formed by that extraordinary maze of waters which compose the head of upper *Lough Erne*. The promontory, which principally constitutes the demesne, is covered with timber; chiefly indigenous, as are also many of the small islands connected with it. The ruins of the old castle of *Crum*, with its ancient enclosed yards and garden, surrounded by embattled walls, form part of the pleasure grounds. In this garden is the most remarkable old yew in the kingdom; it is about twenty feet high, and the branches, which are supported in a horizontal direction by posts, at a height of twelve feet from the ground, extend over a circular gravelled area whose diameter is sixty

feet. This demesne, in its appendages, resembles the wooded islets and promontories connected with *Farnham*, which we faintly sketch in page 528; and what is of far more importance, the comparison may be also carried on in the moral aspect and social condition of the tenantry, as well as in the general improvement of the estate. From a little above *Crum Castle*, where the *Erne* loses the river character, till it joins the larger body of the Upper *Lough*, a distance of seven miles downwards, the waters, from the nature of the surface, spread over a great extent of country, assuming the most fantastic and intricate outlines. It is only those who have sailed through this labyrinth of little lakes, or have traversed their shores, that can form a correct idea of their devious windings, their endlessly varied creeks, nooks, and bays, or the numerous pretty islets they contain. Among the latter some are wholly wooded, others in tillage, but, generally speaking, the larger are inhabited; and it adds not a little life to the scenery to see the peasantry who are located on the islands or along the shores of the mainland, rowing their little home-made skiffs over the smooth waters from isle to isle, or from shore to shore, at which men and women, young and old, are equally expert. Since the opening of the *Ulster Canal*, a small tug-steamer navigates this maze of waters from the termination of the canal at *Wattlebridge*, (see page 529,) to the town of *Enniskillen*, and thereby not only enlivens the scene, but adds to the interests of the country in a highly useful point of view. The shores of this portion of *Lough Erne* are flat; and in winter and after floods a great extent of country is submerged.

From *Newtown Butler* to *Lisnaskea*, we run along a beautifully formed road, and through a continuous and well-defined valley, passing at about midway *Lough Moor*,

the church, and R.C. chapel of Donagh.

The small town of Lisnaskea has been of late much improved by the proprietor, the Earl of Erne. It now contains several good houses, shops, a market-house, and a comfortable hotel, where post-horses and carriages can be obtained; to which we may add a beautiful church, union workhouse, dispensary, and schools. All these, from the private houses to the schools, inclusive, with the exception of the workhouse and church, have been built in suitable styles of architecture, by the Earl of Erne.

Three miles from Lisnaskea, on one of the roads leading to Enniskillen and Clogher, is the small town of Maguire's-bridge. It is pleasantly situated on the banks of the Colebrook river, and contains a church, chapel, Presbyterian and Methodist meeting-houses; also several shops, and a small inn, where a car can be hired. Near the town are *Drumgoon* and *Abbey Lodge*; and to the north of the town, from two to three miles, are *Millwood*, *Snowhill*, and *Ashfield*. The country around Maguire's-bridge is also finely diversified by fertile hills and winding valleys; and in this beautiful tract of country which lies on the north side of the Slievebeagh mountains, at six miles from Lisnaskea, on the road leading to Clogher, is the neat village of Brookborough; and in its vicinity are *Draperhill*, *Greenhill*, and *Whitepark*. At eight miles is *Colebrook*, the seat of Sir Arthur Brooke, Bart, M.P., where there is a handsome Grecian mansion, surrounded by a beautiful park, and adorned with extensive plantations. This demesne is also enlivened by the Colebrook river, encompassed by an improved estate, which is occupied by an intelligent and thriving tenantry.

Twelve miles from Lisnaskea, and nine from Maguire's-bridge, is Five-miletown, a neat village, which

possesses a church, Methodist meeting-house, and a comfortable inn, where a car can be obtained. Near the town is *Blessingbourne Cottage*, the residence of Mr. Montgomery. The village of Tempo, close to which is *Tempo House*, lies about seven miles north from Maguire's-bridge, on the road leading to Fintona.

Belleisle, the seat of the Rev. J. Grey Porter, and formerly the residence of the first Earl of Rosse, is one of the largest islands in upper Lough Erne. It is about five miles from Lisnaskea, and is generally approached from the road leading from the latter to Enniskillen. It is situated at the northern extremity of the lake, and close to the point where the waters again assume the river character, and issue by the northern channel toward Enniskillen.

Resuming the journey from Lisnaskea to Enniskillen, the traveller may either proceed by Maguire's-bridge, or the mail-coach road—the roads being nearly equidistant. By the latter road the Colebrook river is crossed, at two miles from Lisnaskea, and at five miles, *Derrybrisk* is passed on the left, and the road leading to the village of Lisbellaw, which, with its Presbyterian meeting-house, is situated about a mile to the right.

At two and a-half miles from Enniskillen, we reach *Castlecoole*, the magnificent seat of the Earl of Belmore. As a country residence, the mansion is the finest Grecian edifice in the kingdom, and the demesne, in its area, surface, wood, and water, fully maintains the character of the house. Toppitt mountain, which is four miles east from *Castlecoole*, rises 909 feet, and is a remarkable feature towering over the lesser hills that surround it. It is easy of ascent, and from its altitude affords a good view of the greater part of the counties of Fermanagh and Tyrone. On clearing

the plantations of *Castlecoole*, we reach

ENNISKILLEN,

the chief town of Fermanagh, and the most important in this district of the kingdom. It is situated on an island, whose area is sixty-two acres, and which is formed by the branching of the river Erne in its progress from the upper to the lower Lough Erne, and surrounded by a very beautiful, well-inhabited fertile country. It dates from 1612, when it was granted by King James I. to William Cole, ancestor of the Earl of Enniskillen, to whom the principal part of the town still belongs. It is, including its suburbs, about a mile in length; the main street, which is continuous, occupying the crest of the ridge—the lesser streets, &c., diverging on either hand to the lake. It contains the county court-house, gaol, and the other offices and hospitals common to county and assize towns—a large infantry and small artillery barrack, a handsome church, large chapel, and Presbyterian and Methodist meeting-houses. To these we may add the union workhouse, two branch banks, and three hotels, where post horses, carriages, and boats can be hired.

Enniskillen carries on a steady retail trade, and at the weekly markets and periodical fairs, a good deal of business is done.

There are two small forts, one at either end of the town; and at the western end, occupying a conspicuous site, is the royal school of Portora, founded by Charles I., and one of the best endowed in the kingdom.

At present, even by the imperfect navigation of Lower Lough Erne, timber, coals, and other sea-borne commodities are conveyed by barges from Belleek, a small town at the foot of the lower lake; and it is hoped that now, when the upper lake is connected with Lough Neagh

by the Ulster Canal, and a steamer running from the canal to the town, the railroads opened from Derry and Dublin—thus connecting the town with all the eastern and northern ports—that the business will be greatly increased.

From the planted hill rising above the railway terminus, which is crowned with the handsome pillar commemorative of the heroic achievements of the gallant Sir Lowry Cole, a good view of the town and surrounding country is obtained.

Irrespective of Lough Erne, the environs of Enniskillen are very interesting, as well from the beautifully diversified surface of the country, as from its comparative improvement.

The small town of Swanlinbar is twelve miles south of Enniskillen, on the road leading to Ballinamore and Killeshandra. It is situated in the valley between Slieve Russel and Slieveanieran—the former a ridge of hills extending eastward to the small town of Ballyconnell, their summit, at Legavreagra, attaining to 1,279 feet; the latter a chain of mountains running westwards to Lough Allen, their highest point, Cuilcagh, rising to 2,188 feet.

These mountains constitute one of the grand features of the district; and with them, as the great axis, all the lesser hills which trend away far on either side of their base, and, under various modifications, so beautifully diversify the country—seem to unite.

Seven miles south from Enniskillen, on the southern acclivities of Cuilcagh, and near the road leading to Swanlinbar, is *Florencecourt*, the fine seat of the Earl of Enniskillen.

This beautifully, and, at the same time, romantically situated demesne, embraces a great extent of much varied park, woodland, hill, and mountain scenery, including within its precincts Bennaughlin, with its singular escarpment—one of the

most remarkable features of which any residence can boast.

It was in one of the mountain glens connected with *Florencecourt* that, some sixty years ago, the upright variety of yew tree, generally known as the Irish yew, which now contributes so much to the beauty and interest of our pleasure grounds, was first observed.

Adjoining the demesne is the post-office, church, and small hamlet of *Florencecourt*.

The woodlands connected with *Florencecourt* extend for several miles westward along the mountain sides, and add greatly to the interest of the highly romantic scenery which is enjoyed from the road leading from the demesne to the Black Lion. This scenery embraces the marble arch, with the remarkable rocky escarpments which overhang the road, as also lower Lough Macnean; in short, in a circuit of twenty-four miles—that is, from Enniskillen to *Florencecourt*, thence around the lower Lough Macnean—all the beautiful scenery of Glanawley, the local name for the highly-improvable tract of country lying between the mountains of Cuilcagh and Belmore, is finely displayed.

Two miles below Enniskillen is Devenish, the first and most important of the numerous islands on the lower lough. It comprises about 113 statute acres, and of its ancient religious establishments there are some interesting remains. “The lower church, dedicated to St. Molush, is seventy-six feet long and twenty-one feet wide, with a large aisle on the north; and near it is an ancient building, thirty feet long and eighteen feet wide, with a roof entirely of hewn stone, called St. Molush’s house. Near the summit of the hill are the remains of the abbey, of which the ruined church is ninety-four feet long, and twenty-four feet wide, with a large aisle northwards. Near the centre of the building is an arch resting on four

pillars, and supporting a belfry tower with a winding staircase leading to the summit, which commands an extensive prospect over the lake and the surrounding country. Within the abbey is a stone, bearing a Latin inscription in old Saxon characters. About one hundred paces from the abbey is St. Nicholas’s well, to which great numbers formerly resorted. Near the church of the abbey is an ancient round tower, in excellent preservation; it is eighty-two feet high, and forty-nine in circumference.”

To the west of the town, in the vicinity of the Royal School of Portora, are several neat villas; and at four and a-half miles, on the road leading to Ballyshannon, is *Ely Lodge*, the seat of the Marquess of Ely. This demesne embraces several of the beautifully-wooded islands clustered about the head of the lake. The *Lodge*, which is a handsome building, is situated on one of the larger islands, and is connected with the mainland by a causeway and bridge. The vast sheet of water which is so beautifully diversified by the lovely wooded islands, the great extent of holly which constitutes so large a portion of the natural copse skirting the left shores of the lake for several miles, the high and picturesque acclivities which connect with the moorlands lying between them and the more westerly mountain ranges—together with the natural disposition of the grounds in the demesne—render *Ely Lodge* certainly the most unique, if not the most beautiful, of all our country residences. In the vicinity are several neat villas, and the country immediately around presents a diversified and pleasing rural character. In the high and picturesquely broken country which lies to the south of *Ely Lodge*, and at four miles from Enniskillen, is *Lavelly Glebe*; at five miles, *Castletown*; and about six miles are the church,

chapel, and hamlet of Monea. The country around these places is partially cultivated, wild, and in some places picturesque, the soil presenting alternations of peat, crag, pasture, and marsh.

At five miles from Enniskillen, on the hilly road leading by Monea to the lonely village of Derrygonnelly, are the ruins of *Monea Castle*; near it *Hallcraig*; and at four miles is *Smithfield*. The two small mountain loughs, Carran and Ross, are within a mile of *Hallcraig*.

It is very remarkable that such large, important, diversified, and interesting sheets of water as the upper and lower Loughs Erne should be so little known, even to the natives of Ireland. In the hope, therefore, of placing these loughs in their proper point of view, we shall give a brief description of them, in connexion with the town of Enniskillen, which, as we have before observed, is situated on an island formed by their waters, about midway between the upper and lower lakes, and, we may add, is the best place for those stopping who wish to explore their outlines, and where boats and cars for that purpose can be readily obtained.

About four miles below Belturbet the waters of the Erne assume the lake character; but, strictly speaking, the upper lake may be said to commence a little above *Crum Castle*, the seat of the Earl of Erne, and to extend to *Belleisle*, the seat of the Rev. J. Grey Porter, a distance of ten miles. The breadth is extremely variable; the area, however, contains 9,278 statute acres. The outline of the upper lake is very intricate, in fact perplexing, from the varied nature of its boundaries, and the numerous islands it embraces—the latter amounting to no less than ninety, many of them very small; one of them, however, Inishmore, surrounded by a considerable breadth of water, contains 2,900 statute acres. Though the

shores of this lake are in some places tame and marshy, they exhibit, in many parts, much beauty and considerable grandeur of appearance.

From *Belleisle* to a little below Enniskillen—a distance of ten miles, following the meanderings—the waters again assume the broad river character; there they expand into the lower, larger, and much more interesting lake. This lake, which has been termed by Mr. Inglis the Windermere of Ireland, stretches westerly from the neighbourhood of Enniskillen to *Rosscor House*, a distance of twenty miles; its greatest breadth five miles, and least two. It contains nearly 28,000 statute acres, and embraces 109 islets—many of them small and of trifling importance; others, and not a few, varying from 10 to 150 acres; and Boa Island, near the northern extremity of the lake, contains 1,300 statute acres.

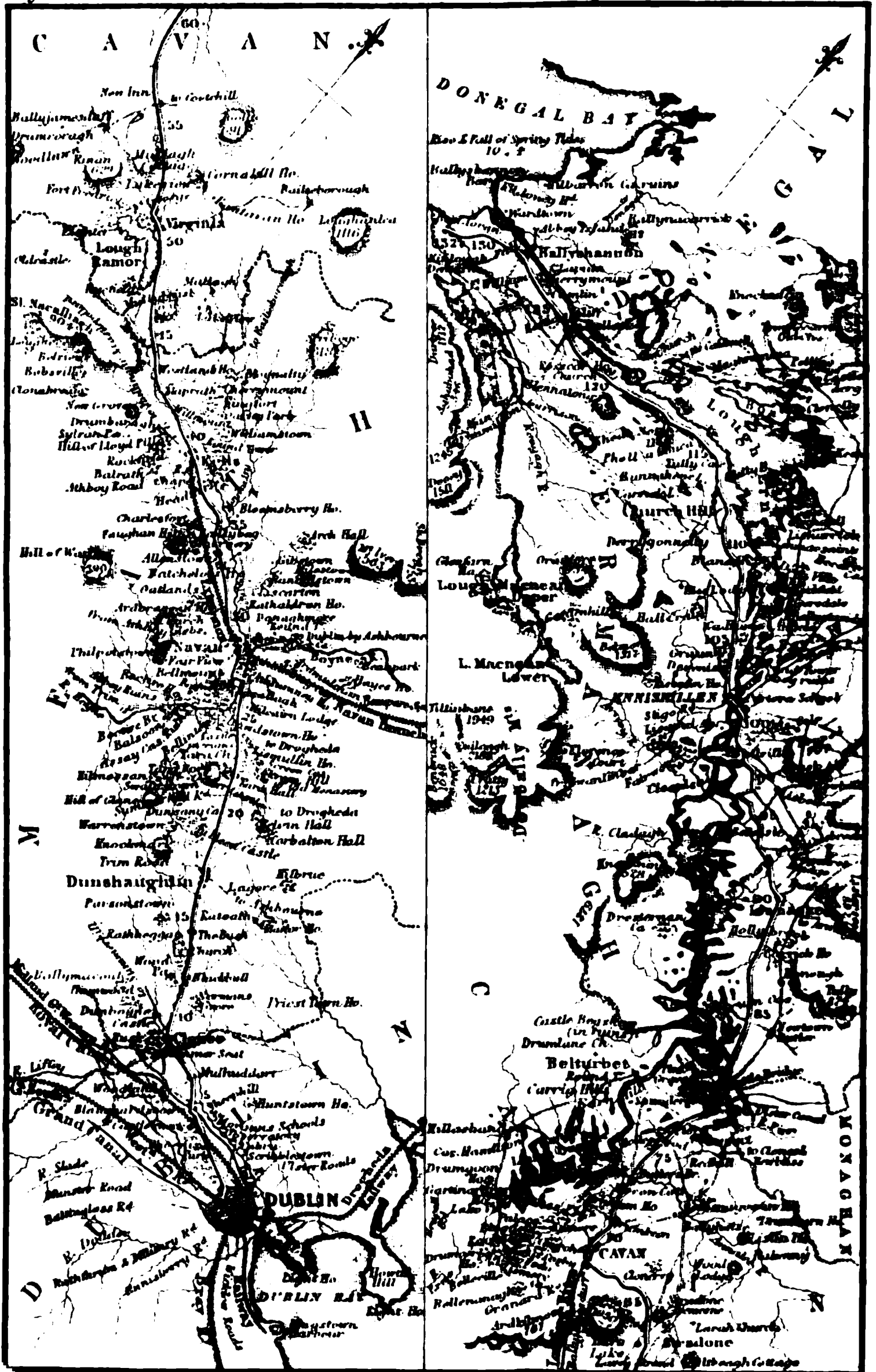
Generally the northern shores of lower Lough Erne rise in gentle undulations from the water's edge. At the lower end, however, the shores on either side, descending nearly to the level of the lake, are flat and boggy; and they preserve that low level for a considerable breadth. Along the southern side of the lake the shores rise into bolder and highly picturesque acclivities, blending with the elevated and partially reclaimed moorlands lying still more southerly. At Polaphuca, which is twelve miles below Enniskillen, and for four miles westward, the acclivities exhibit a range of broken, precipitous cliffs, rising at Shean-north, 1,135 feet above the sea, and 985 feet above the lake. The particulars of this line of shore will be noticed in connexion with the road from Dublin to Ballyshannon.

Lower Lough Erne is, truly, a magnificent sheet of water, and, as at Killarney, there is much to be admired in many parts of its extensive and winding shores. Whether

DUBLIN TO ENNISKILLEN, BALLYSHANNON & BUNDORAN.

By Road 132 1/4 St. Miles

By Rail & Road 152 1/4 St. Miles



we traverse its outlines, or sail along its quiet waters, which are broken into pleasing forms by the wooded and pastoral islands scattered throughout its broad expanse, we are charmed with the views:—the receding, still coves, nooks, creeks, and smooth, shallow bays, which its outlines present; the sloping lawns, wooded promontories, sequestered knolls, cultured leas, and the beautiful seats which lie along its banks, entitle us, if not to rank it, with Mr. Inglis, as “the most beautiful lake in the three kingdoms,” at least to assign it a high place in the lake scenery of Ireland.

We may observe that the upper and lower loughs are nearly on the same level, and that, at Rosscor, the waters of the lower lough again assume the still river character, which they maintain to Belleek, a distance of three and a-half miles, where they are precipitated over a ledge of limestone fourteen feet, and thence rushing to Ballyshannon along a rugged bed for nine miles, in which they fall, by a succession of rapids, 140 feet, are thrown, over a series of shelving rocks, into the ocean, forming, as

regards their volume, the most striking of all our waterfalls.

With a view to the improvement of the neglected but important line of inland navigation which Lough Erne presents, as also to the reclamation of the 18,000 acres of occasionally submerged lands along its shores, various remedial measures have been proposed; and, connected with these plans, it may be here noticed, that the effective force of the unemployed water between Belleek and Ballyshannon is calculated as equal to 100,000 horsepower; yet, in a district where peace and plenty are said to dwell, not a single practical movement as yet has been made either towards the attainment or application of any of these important objects!

The tributary streams to the lower lough are, on the south side, the Sillies and Derrygonnelly rivers; and on the north side, the Ballinamallard, Kesh, and Pettigoe rivers.

The various other matters connected with Lough Erne, its rivers, its scenery, and its banks, will be more particularly noticed under their respective localities, in the course of our itinerary.

No. 118.—DUBLIN TO ENNISKILLEN.

SECOND ROAD, BY NAVAN, KELLS, VIRGINIA, AND CAVAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Cavan.
Dublin,	—	—	121
Drogheda, by Rail, as in No. 17,	—	32	89
Duleek,	4½	36½	84½
Beauparc,	7½	44	77
Navan,	5½	49½	71½
Kells,	10	59½	61½
Virginia, by Road,	11½	70½	50½
Lavey Strand,	11½	82½	38½
Cavan,	6½	89	22
Wattlebridge,	10½	99½	21½
Lisnaskea,	9½	109	12
Enniskillen,	12	121	—

One of the only two night mail coaches which now leave Dublin, continues to run throughout this line; and a day-coach runs on alter-

nate days in connexion with the trains from Kells to Cavan.

From Drogheda to Navan the railway runs through a rich and beautiful part of the valley of the Boyne—indeed, from Drogheda to Kells it may be said, in an agricultural point of view, to run through one of the finest portions of Ireland; and it is pleasing to observe that this district, unlike similar portions of the counties of Limerick and Tipperary, is occupied by a wealthy and respectable class of farmers, who, although not distinguished for their scientific knowledge in matters appertaining to their profession, or their artistical skill in the *minutiæ* of the labours of the field, are famed for their attention to the flocks of sheep and herds of cattle which depasture their rich plains.

On leaving the Drogheda station a good view is obtained of a portion of the town, of the viaduct, and of the opposite side of the valley of the Boyne.

Beauparc station is conveniently situated for those who wish to see the beauties of this, the finest portion of the banks of the Boyne, a portion which may fairly be compared with the Blackwater at Lismore. The station is contiguous to *Beauparc*, the residence of Mr. Lambart, and following the windings of the road, three miles from *Slane Castle*, that of the Marquess of Conyngham—the former lying wholly on the right, the latter chiefly on the left side of the river. In several places the banks (which are everywhere accessible by walks) rise boldly to a great height above the river, and are richly clothed for three miles with the fine plantations of these beautiful seats.

Beauparc House, a plain structure, from its elevated position, enjoys a splendid view of the river, its richly wooded banks, and the fine country lying to the north.

Slane Castle, the fine baronial re-

sidence of the Marquess of Conyngham is beautifully situated on a natural terrace on the opposite or left bank of the Boyne. The building is spacious, and though, as a castle, too formal in its outline, has, from its style and situation, a very striking effect. The grounds of the park rise in softly flowing lines from the Boyne to the adjacent summits. The dark and peaceful waters of the Boyne flow through the grounds for two miles; and its high steep banks above the castle are thickly covered with the most luxuriant foliage. During the visit of George the Fourth to this country, in 1821, he was a guest here for several days.

Along the banks of the Boyne upward, the woods of *Slane Castle* join those of *Beauparc*. A little above *Beauparc*, on the same side of the river, is *Hayes House*, the seat of the Earl of Mayo.

The small town of Slane adjoins *Slane Castle* demesne, and is situated about a quarter of a mile beyond the Boyne. It contains a neat parish church and chapel, and a good inn, where post-horses can be obtained. The vicinity of the town is much beautified by the plantations of the demesne, and the adjacent villas. Slane lays claim to high antiquity; and the abbey, the ruins of which now form a picturesque object in the plantations of *Slane Castle* demesne above the town, was originally founded at an early period, and restored by Sir Christopher Fleming, lord of Slane, in 1512, for friars of the third order of St. Francis. The ruins of the hermitage of St. Eric are on the banks of the river, near the town.

Should the tourist proceed to Slane, there are few views more beautiful than that obtained in descending from the high grounds of Fennor to the Boyne. On the left, the broad river, flowing in the most graceful outlines through the narrow, lovely valley, beneath the grey and massive towers of *Slane*

Castle; on the right, the spacious flour mill, with its ample ponds and appurtenances—and the opposite heights, crowned with wood, form a striking, grand, and at the same time, a very picturesque scene.

About three miles below Slane, on the left bank of the Boyne, is the ancient tumulus of New Grange. "one," as Mr. Petrie observes, "of the four great sepulchral mounds situate on the banks of the Boyne, between Drogheda and Slane—and the only one whose interior is now exposed to human curiosity." It has an elevation of seventy feet, and covers about an acre of ground. It appears that the interior was discovered by Mr. Campbell, in 1699, when casting away stones from the pyramid to repair a road. "The passage, which is fifty-eight feet long, is low and narrow, and very difficult of access. The chamber is in an irregular circle of about twenty-two feet in diameter, covered with a dome of a bee-hive form, constructed of massive stones." For further particulars we refer to the *Dublin Penny Journal*, vol. 1, and to our observations in connexion with Drogheda, No. 17, page 163.

As we proceed from Beauparc to Navan, good views are obtained, not only of the very fertile country travelled through, but also of the beautiful tract stretching along the opposite, or left bank of the Boyne.

NAVAN,

the first borough established by the English in this part of the country, and which afterwards received various additional privileges from Edward the Fourth, Henry the Seventh, and James the First, is situated on the confluence of the rivers Boyne and Blackwater, in the centre of the county of Meath, and surrounded by some of the richest lands in the kingdom. The town consists of three main streets of considerable

extent, off which various narrow lanes branch. The houses in the main streets are very irregularly built; those in the lanes are of a very poor description, and the suburban huts miserable. A considerable retail trade is carried on, at the weekly markets and quarterly fairs a great quantity of agricultural produce is disposed of, and in the manufacture of flour a good deal is done. To the latter division of trade we may add a brewery, flax-spinning mills, the frieze, and paper factories, and the weaving of sacking. Until the extension of the railroad from Drogheda, the greater part of the corn and other provisions purchased were sent along the Boyne navigation to Drogheda, a distance of twenty miles. There are in the town a handsome church, and a spacious R. C. chapel, and seminary, an endowed school, besides other educational establishments; a barrack, court-house, infirmary, fever hospital, union workhouse, and two inns, where good post-horses and carriages can be hired.

Among the antiquities we may notice the church and castle ruins of Athlumney—the latter a very striking feature; and the round tower and ruined church of Donaghmore, which are about a mile and a-half from Navan, on the road leading to Slane, by the left bank of the Boyne; at four miles, on the same side, are the village, church, chapel, and demesne of *Stackallan*—the latter the former seat of the Viscount Boyne. On the west side of Navan is a large ancient fort, from whence a good view of the town and the rich and beautiful country around is obtained.

For the seats and other interesting features, north of Navan, see No. 124.

Blackcastle, the fine seat of Mr. Rothwell, adjoins the town; the well-wooded demesne now including that of *Swinerton*, stretches for two miles along the left bank of the

Boyne; and opposite to it is *Ardmulchan*, the residence of Mr. Taaffe. Four miles from Navan, on one of the cross-roads to Athboy, is *Philpotstown*, the seat of Mr. Young, and adjoining Navan is the handsome villa of Mr. Delany.

From Navan to Kells, the fertility, culture, beauty, and general appearance of the country improves. The railroad keeps along the right bank of the Blackwater, the river which bears the surplus waters of Lough Ramor and several streamlets to the Boyne.

At two miles, we pass on the right, *Rathaldron*, and at two and a-half, *Liscarton Castle*. To the right of the latter, and about a mile beyond the Blackwater, is the demesne of *Randalstown*, and near it *Gibstown*, the fertile and extensive pastoral demesne of Mr. Gerrard. Both these demesnes are situated on the road leading to Kells by the left bank of the Blackwater.

On the left, and three miles from Navan, is *Ardraccon House*, the diocesan seat of the Bishop of Meath. The mansion and demesne form one of the finest of the Irish episcopal residences; and close to it is *Ardraccon glebe* and parish church. Near *Ardraccon* is *Oatlands*, the seat of Mr. Thompson.

We now, at about five miles from Navan, pass *Allanstown*, the seat of Mr. Waller. A part of the demesne occupies the acclivities of the verdant hill of Faughan, which attains an altitude of 364 feet, and commands an extensive view of the flat rich country lying around. Near *Allanstown* is *Charlesfort*, the seat of Mr. Tisdal.

KELLS,

originally called Kenliss, is a place of high antiquity. A monastery was founded here in 550 by St. Columb; and in 1152 the memorable synod of the Irish clergy, at which Cardinal Paparo distributed the four palli to the archbishops,

was assembled here. The monastery was plundered by Dermot Macmurrough; but in the year following Hugh de Lacy re-endowed it. In 1156 the town, with all its sacred edifices, was destroyed by fire; and since its restoration in the following century, has been subjected to repeated confiscations and hostile incursions. Of the old religious houses and walls by which it was defended, scarcely a vestige remains. An ancient round tower and cross stand in the church-yard; and near them a small stone-roofed cell of great antiquity, called St. Columb Kill's house. There is also an ancient stone cross, richly carved, in the centre of the town.

At the weekly markets considerable quantities of produce are disposed of, though in this respect, as well as in its retail trade, Kells is far inferior to Navan. At the hotel good post-horses and carriages can be obtained; and at various other houses in the town cars can be hired.

Headfort, the seat of the Marquess of Headfort, the principal proprietor of the town and adjacent country, is in the immediate neighbourhood. The mansion is one of the largest of our domestic edifices. It is, however, a plain but very substantial structure. The demesne, though possessing no natural features, has in its general appearance a great degree of magnificence, arising from its extent, unity of design, the richness of the verdure of the long and gently-inclined plains into which the surface is naturally disposed, and the arrangement and preservation of the plantations. The grounds are beautified by the Blackwater, which supplies a fine artificial lake in the centre of the park.

There is something very imposing about the entrance from Headfort to Kells. The spacious and well-wooded avenues through which we pass—the wide streets adorned with old trees, and terminated by the

venerable church and ancient round tower—the handsome R. C. chapel and sessions-house, with their accompanying trees—are calculated to remind us of many scenes in England, where the village is an adjunct to the manor-house, and the lord of the soil is as careful of the interests and comforts of his villagers as he is of the preservation of the pictures in his gallery or the trees in his park. Such was that portion of Kells connected with *Headfort* in the time of Thomas, first Earl of Bective; but it has overstepped the prescribed limits, and now joins the older parts of the town, which exhibit the narrow lanes, wretched cabins, and all the misery consequent on neglect, subletting, and unrestrained settlement. The town, we are happy to say, is improving; new roads have been formed around it; and the schools endowed by Miss Dempsey, the new hospitals, union workhouse, &c., add much to its appearance.

The country around Kells is highly fertile, adorned with hedge-row timber, and comparatively much improved. The seats are numerous. North of the town, on the road leading to the picturesque village of Moynalty, is the archdeaconry of Meath; and a little beyond it, *Willmount*, Mr. Radcliffe, and *Williamstown*, the Rev. Mr. Garnett. At two and a-half miles from Kells, on the same road, are the demesnes of *Oakley Park* and *Maprath*; at three and a-half, *Kingsfort*, the seat of Mr. Challoner; near it *Cherrymount*; and about four miles, the village of Moynalty, which contains a neat church and chapel, and a number of comfortable picturesque cottages, built by the proprietor, Mr. Farrell, whose handsome Elizabethan lodge is also in the town. This picturesque village is watered by the Owenroe stream, one of the Blackwater's tributaries. Three miles north-east from Kells, on the road to Ardee, is the village of Carlanstown; a mile to the north of which are Newtown

church and *Newtown House*; and at two miles, on the Ardee road, *Ardlonan* and *Kilbeg*.

South of the town, near the road leading to Athboy, is *Rockfield*, the seat of Mr. Rothwell, and at two miles, *Balrath*, the seat of Mr. Nicholson. To the west, on the road leading to the village of Crossakeale, at two miles from the town, is *Drumbaragh*, Mr. Woodward; at three, *Sylvan Park*, Mr. Keating; and at four, *New Grove*, Mr. O'Reilly.

The Hill of Lloyd, the great feature in this district, crowned with its pillar, adjoins Kells on the west. It is a beautifully-shaped, fertile hill, its altitude above the sea 422 feet; and on its summit is a handsome pillar, upwards of one hundred feet in height, erected by Thomas, first Earl of Bective. The ranger of the corporate grounds, who lives on the Hill of Lloyd, is intrusted by the Marquess of Headfort with the key of entrance to the pillar; and from the lantern at the top you command a view of all the rich country around Kells; and in clear weather the outlines of the vast fertile plain noticed at the commencement of this route, can be traced. The Hill of Lloyd stands, on the one hand, at the termination of the great fertile limestone plain of Meath; and on the other hand, at the commencement of the country of a different geological formation, which, from the base of the hill to the bay of Donegal, undulates in a succession of hill and mountain of every shape and modification. About eight miles to the west of Kells is the high chain of hills designated Slieve Naccalliagh, which, immediately over *Lough Crew*, the fine seat of Mr. Naper, rises 904 feet; and about the same distance, on the north, the higher hills around Moynalty rise from 600 to 700 feet.

Leaving Kells for Virginia, by the northern base of the Hill of Lloyd,

at two miles from the town, we cross the Blackwater, and at six enter the county of Cavan. The country now assumes a different aspect; the surface is more varied and rocky; the soil inferior; the farms smaller, and occupied by a much poorer class of tenantry. Above all, the want of the old hedge-row timber which adorns the country in connexion with the road from Navan to Kells, is sensibly felt. At eight miles we reach Lough Ramor, the source of the river locally known as the Blackwater, and continue along its eastern shores to Virginia. As we proceed, we obtain several good views of this fine sheet of water, its small planted islands, and opposite gently rising shores.

The small town of Virginia forms part of the large surrounding estate of the Marquess of Headfort; and the cheerful, neat, and orderly appearance which, comparatively speaking, it presents, is wholly owing to his lordship's liberality, aided by the exertions of his agent. The hotel and posting establishment is considered the best in the whole line of road, and this induces many visitors in summer. A large weekly market is held, at which a good deal of business is done. The fairs are numerous, but the transactions are not heavy. The church is a beautiful small structure, and from its position, and the arrangement of the ground by which it is enclosed, shows how much ecclesiastical buildings might be made to contribute to the scenery of their respective localities.

Virginia is situated on the shores of Lough Ramor, and near the centre of the lake. The latter is of a circular form, about five miles in length, its breadth varying from a mile to half a mile. Its surface is agreeably diversified by various small islets, most of which are planted; its outlines are considerably varied; and the shores in several places, rise in beautiful, though gentle undulations from the edge of its dark

blue waters. On the western end the shores are beautified by the plantations of Lord Headfort's fine deer park, which stretch along for two miles, and connect with the improvements of *Fort George*, and also with the plantations of *Fort Frederick*, the beautifully-situated demesne of Mr. Scott. *Eigater*, the residence of Mr. Sargent, is a little beyond the latter, and three miles from Virginia on the cross-road leading to Oldcastle. Six miles from Virginia, on the old road leading to Cavan, is the small town of Ballyjamesduff, with its church, chapel, and Presbyterian meeting-house. As in many parts of Cavan, the country around Ballyjamesduff is finely diversified with low, fertile, and beautifully-rounded hills. The country to the north of Virginia, though thickly inhabited, and in its surface highly varied by hill and dale, is bleak and poorly cultivated; the higher hills are craggy, and the soil is generally inferior; and the most superficial observer will readily trace the change that takes place on leaving the limestone formation at Kells, and entering the lower silurian district.

For the next ten miles—that is, from Virginia to the neighbourhood of Stradone—our road lies through a bleak, unwooded country, varied only by the hills, marshes, bogs, and flat valleys into which the surface is thrown. At four and a-half miles we reach Billis-bridge, a little to the right of which is a small Presbyterian meeting-house; at six miles we pass the carman's stage called the New Inn; and, at seven and a-half, the small lake and church of Lavey, generally called Lavey Strand, where a road branches off, on the right, to the contiguous village of Stradone. Among the numerous hills on the left, Slieveglagh, rising 1,050 feet, at a distance of two and a-half miles, is a conspicuous feature, and may be easily discerned. A little beyond Lavey Strand we pass, on

the right, *Stradone* demesne, the beautiful seat of Mr. Burrowes; *Clonerry* demesne is about three miles from Stradone, on the cross-road leading thence to the small town of Ballyhaise. As we advance, the country improves both in aspect and culture; the hills, though smaller, assume a more defined form and a deeper verdure; and at four and a-half miles from *Stradone* demesne we reach the environs of

CAVAN,

the chief town of the county whose name it bears. It is situated in the centre of the richest tract of land in that part of the country, and watered by one of the numerous streams which flow to the Erne. Like most of our towns, it lays claim to remote antiquity, and, like them, also appears to have suffered from the havoc of the feudal wars; and, so late as 1690, the greater part of the town was burned by the Enniskilleners, under the command of Wolsey, after defeating a body of the forces attached to James II.

As a town, there is very little in the arrangement or style of the buildings to attract attention; it does not contain a good street, and but very few good houses; it is, however, improving in these respects, particularly along the line of street adjacent to the courthouse. In connexion with this part of the town, we may notice the small garden laid out by the late Lady Farnham, and now maintained by Lord Farnham as a promenade for the inhabitants. Independent of the recreation, it was a part of her ladyship's plan to induce a taste for gardening and botany, by having the grounds well kept, and a good collection of hardy plants properly arranged and named.

In common with all corporate and assize towns, Cavan contains the usual municipal and county offices. Of the latter, the court-house and

gaol are striking, as well from their architectural character as from their relative situations. The church is a beautiful structure; the chapel is a commodious building; and the endowed school is a large edifice, beautifully situated in the vicinity of the town. There are also Presbyterian and Methodist meeting-houses, a union workhouse, fever hospital, infirmary, branch banks, and two inns, where post-horses and carriages can be hired. We need scarcely add that, like all our towns, it contains its ample quota of miserable dwellings and wretched inhabitants. In the weekly markets and fairs little business, comparatively, is done; the retail trade, however, extends over a considerable district.

The country around Cavan is singularly romantic. Fertile, round hills spring up on every side, and the roads winding through the valleys give the whole a very pleasing rural character. In whatever way we view it, it is lamentable to see, with a very few exceptions, this beautiful and fine tract of country cut up into small enclosures, without the least regard to ornamental appearance or profitable culture. The little green hills which are so profusely thrown around, and rise from 200 to 500 feet, are actually cut up into patches of roods and half acres; and the wretched ditches lie in every direction but that calculated to effect the drainage of the very wet and retentive subsoil. We cannot, however, withhold our testimony to the great appearance of comfort and neatness which characterize many parts of the *Farnham* estate.

The lovers of natural and improved scenery, however, will find some amends for this general neglect at *Farnham* and *Kilmore*, which lie from two to three miles west of the town, on the road leading thence to Crossdoney. *Farnham*, the seat of Lord Farnham, is two miles dis-

tant, and justly ranks among the finest of our country residences. The beautiful grounds, through which we drive from the above road, have, strictly speaking, more of the character of the English park, and the trees around the house bespeak more care and length of years than we usually meet with in our demesnes. The mansion is a plain, commodious structure. Those who have seen *Farnham* only from the house or approaches know but little of its extent, variety, and beauty. It branches out in many directions, and embraces several of the little natural lakes which form so remarkable a feature in this district, from their number and the extent of surface which they occupy. Along their shores, and on the promontories formed by their inextricable windings, there is a considerable extent of natural timber, which has been equally preserved with that in the demesne, and connected with it by pleasing rural rides. Drives extend for many miles through this estate. In one direction they reach to the woods of Killikeen, a distance of four miles, where a handsome cottage was erected by the last Countess of Farnham.

Kilmore, the diocesan house of the Bishop of Kilmore, is near Farnham, and about three miles south-west from the town of Cavan. The house is a modern, substantial structure. The cathedral, which is also the parish church, is a very plain, ancient edifice. In 1641 the remains of the venerable Bishop Bedell were interred here. The lands attached to the palace are extensive, and undulate beautifully; and, from their natural fertility and superior culture, are remarkable for many miles around. *Danesfort*, the residence of the Dean of Kilmore, adjoins the Bishop's demesne.

The country immediately connected with *Kilmore* and *Farnham* exhibits a very well cultivated, and, at the same time, a pleasing rural

character. The small lakes in their vicinity, which are thickly scattered over a surface of seventy-six square miles, by their labyrinthine windings give to that space the appearance of lake and island in alternate series. These lakes, which are the principal feeders of the Erne, blend into each other, and are connected by small rivers. They are in many places very deep, and the insulated grounds rise beautifully from the water's edge. A considerable extent of natural wood is scattered along their shores and on their narrow promontories. Nearly all the insulated lands are fertile and thickly inhabited; and the islanders, in transferring their cattle and produce from place to place, and to the main land, in their home-made cots, display great agility. On a small island, near Killikeen, above referred to, are the ruins of Cloughoughter Castle, in which Bishop Bedell was confined by the insurgents in 1641.

The same description of hilly country which surrounds Cavan extends to Enniskillen; and, with the exception of the gentlemen's seats, the same neglect and wretched husbandry are manifested. True it is that these matters, as also the condition of the peasantry, are better than in many other parts of the kingdom; but still there is great room for improvement.

The small, improving town of Ballyhaise, with its church and chapel, is situated about four miles north of the town of Cavan, on the banks of the Annalee river. There are extensive corn mills near the town, and the weekly market is considerable. *Ballyhaise Castle*, the seat of the proprietor, Mr. Humphreys, and the extensive plantations of the demesne connected with it, add much to the general appearance. Adjoining Ballyhaise is *Lisnagowan House*.

Resuming our route from Cavan to Enniskillen, at a mile and a-half

from the former, we pass, on the left, *Drumkeen*, a pretty villa, romantically situated on one of the roads leading to *Farnham*; and, at three and a-half miles, reach the village of *Butler's-bridge*. The village is situated on the banks of the *Annalee* river, one of the principal tributaries to the *Erne*, which it joins a little below the bridge. At two miles from *Butler's-bridge* we pass *Holles Wood*, Mr. Jones; and at three reach *Clover Hill*, the seat of the Misses *Saunderson*; two and a-half miles from which, to the north-east, and on the road leading to *Clones*, are the village and demesne of *Redhills*. At nine miles from *Cavan* we reach *Castle Saunderson*, the fine seat of Mr. *Saunderson*, where the road enters the county of *Fermanagh*. The mansion and grounds of *Castle Saunderson* have of late been much im-

proved. They are watered by the *Finn* river, which forms several lakes near the house, as it forces its way to *Lough Erne* through the low swampy plain. Here we cross the *Finn* river and the *Ulster Canal*, which connect *Loughs Erne* and *Neagh*, and fall into the former about half a mile to the left of our road.

Our road, for a considerable distance, now lies through a tract much broken by marsh and lake. At two miles we pass, on the left, *Lanesborough Lodge*, the beautiful residence of the Earl of *Lanesborough*. The Elizabethan structure, occupying the summit of the island on which it is situated, is a conspicuous feature for many miles around.

Here we join No. 117; and from this point to *Enniskillen*, the country is described under that head.

No. 119.—DUBLIN TO NAVAN.

BY BLACKBULL AND DUNSHAUGHLIN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Navan.
Dublin,	—	—	28½
Clonee,	—	9	19½
Blackbull,	8	12	16½
Dunshaughlin,	5	17	11½
Navan,	11½	28½	—

The only public conveyances on this road are the night mail-coach to *Enniskillen*, a one-horse mail-car in the morning, and the *Athboy* coach daily as far as the *Blackbull*.

On leaving *Dublin* we pass near the northern boundary of the *Phoenix Park*, with the old demesne of *Cabra*, *Cabra* monastery, and several small villas on our right; run through a considerable portion of land which is chiefly appropriated to the growth of culinary vegetables for the city; and at two miles, clear the unadorned environs, at least on this side of

the metropolis. The plantations of the *Phoenix Park*, on the left, are joined by those of the villa grounds that adorn the banks of the *Liffey* for many miles above the city; and in connexion with them, at four miles from the city, the church, castle ruins, and moat of *Castleknock*, as seen from this road, compose an interesting group. On the right, the bank of *Dunsink*, forming the northern boundary of the narrow winding valley through which the *Tolka* streamlet forces its tortuous course, is clothed with the hedge-row trees of several villas,

that connect with the plantations of *Abbotstown*, the fine seat of Mr. Hans Hamilton. For further particulars relative to this part of the neighbourhood of Dublin, we refer the traveller to the general notices of the environs, pages 64 and 65. At five miles we pass the schools endowed by the late Mr. Morgan; cross the Royal Canal, on the banks of which is the small woollen spinning factory of Blanchardstown, and at six miles reach the bridge of Mulhuddart. Half a mile to the right of the bridge, on the summit of the ridge, is Mulhuddart church ruins and cemetery; adjoining them, *Tyrelstown*, the residence of Mr. Bourke; and at one and a-half miles, *Hollywood Rath*, the seat of Mr. Thompson. Before reaching Clonee, we emerge on the great plain lying around the metropolis. This champaign tract, the largest and most important in the kingdom, stretches, with some slight interruption, from the Dublin mountains on the south, to the low fertile hills of Meath and Louth on the north; and on the east, from the shores of the bay of Dublin westward in one unbroken plain for at least fifty miles. This relatively immense space, containing some of the finest lands in the kingdom, is well known to graziers for its fattening qualities; and no inconsiderable share of the live stock exhibited in the Dublin and Liverpool markets are the produce of its rich pastures.

In this fertile district, occupied by a comparatively respectable tenantry, many of them the most wealthy in Ireland, it is melancholy to see the bleak state of many parts of the country—the neglect of live fences—the wretched husbandry—the primitive implements—and, above all, the miserable dwellings of the labourers. There are, however, we are glad to state, many honourable exceptions, but they are so thinly scattered over the great extent of country, as not to be readily discerned by the traveller from the roads. About

three and a-half miles from Blanchardstown we reach the village of Clonee, near which we enter the county of Meath.

Close to the village of Clonee, on the left, is *Summerseat*, the residence of Mr. Garnet, with several villas adjoining; near it the demesne of *Rusk*; and at a mile and a-half north-west from Clonee the village and demesne of *Dunboyne*. Two miles from Clonee we pass, on the right, *Norman's Grove*; at two and a-half, on the left, *Woodpark*; and at three and a-half miles, the village and cross-roads of Blackbull, where the road to Trim and Athboy branches off.

Two miles from the Blackbull we reach the hamlet called The Bush, a little to the left of which is the small demesne of *Parsonstown*, and at six the decayed village of Dunshaughlin, where there are a church, chapel, and union workhouse, also a public-house where cars can be hired. To the east of the village, about two miles on the cross-road leading to Ashbourne, is *Laggore*, the residence of Mr. Thunder; and at three and a-half miles, also on the same road, and crowning the summit of one of the long and gently elevated ridges into which the surface of this part of the country is disposed, are the village, church, chapel, and manor-house of *Ratoath*, the latter the residence of Mr. Corballis.

Killeen, the seat of the Earl of Fingall, with its large castle; *Dunsany*, that of Lord Dunsany, with its fine mansion in a similar style of architecture, lie close to each other in the rich and beautiful valley, that extends from Dunshaughlin to Trim. These places are situated between three and four miles from Dunshaughlin and two to the left of our road. In the fine old demesnes of these noblemen, and close to the mansions are the interesting and well-preserved church ruins of Dunsany and Killeen. The castles were originally built in the

twelfth century by the De Lacys; added to by the late, and greatly enlarged by the present noble proprietors. *Warrenstown*, the residence of Mr. Johnson, adjoins Dunsany. Two miles from Dunsany are the hamlet, church, and chapel of *Kilmessan*; and adjoining is *Swainstown*, Mr. Preston; and a mile to the south of *Swainstown* is *Kilcarty*. From *Kilmessan* hill a good view is obtained of the rich country lying around that hamlet. In the bleak but fertile country which stretches northerly, and about three miles to the right of *Dunshaughlin*, on the cross-road leading to *Drogheda*, is *Corbalton Hall*, the fine seat of Mr. Corbally, and near it *Belvin*.

As we proceed to Navan the country improves in appearance; and the rich though bleak surface is considerably relieved by the fertile hills of *Tara* and *Skreen*, between which our road runs. The latter hill, rising to 507 feet, lies about a mile and a-half to the right, and is rendered still more conspicuous by the church ruins and straggling hamlet which crown its summit. *Tara*, on the left, is covered with a rich soil, and crowned with a modern church, the ruins of the old one not being conspicuous. It is stated, that up to the end of the sixth century a triennial convocation of the provincial kings, clergy, and bards was held here for the settlement of the affairs of the kingdom, and the election of a supreme ruler; and that the inauguration stone was afterwards removed to Scotland, where it was used for a similar purpose; from whence it was taken to England by Edward the First, and still remains at Westminster Abbey. Here, in 980, the Danes sustained a signal defeat; here, Roderic, the last native king, collected his forces, previous to attacking the English in Dublin; here also, in 1589, O'Nial assembled his troops, after laying waste the

surrounding country; and in 1798, a skirmish took place here between the insurgents and a detachment of fencibles. *Tara*, though celebrated both in story and in song, is devoid of any architectural remains; there are, however, the evident lines of extensive circular intrenchments, of a date prior to the introduction of Christianity, which have been fully illustrated by Mr. Petrie, in the *Transactions of the Royal Irish Academy*. In the absence of any thing that can justify the statements about *Tara's* palaces, colleges, and halls, the view from the summit of this hill will make ample amends, at least, to those, who, instead of indulging in mournful reflections on the past, can look forward with delight to the time when the vast, fertile, but half-cultivated surrounding plains shall teem with abundance, of which the husbandman and labourer shall each receive his due reward—when plenty and contentment shall take the place of misery and discontent, and the cold, cheerless, clay-built huts give way to cheerful cottages with their blazing hearths. *Tara Hall*, a small, plain, modern house, lies between the summit of the hill and the road. At *Odder*, one mile east from *Tara* hill, is the site of an ancient nunnery.

The eye, wearied with the monotonous appearance of the bleak, generally flat, but fertile country travelled through, is now relieved by a considerable extent of woodland scenery, which stretches from our road up the beautiful and rich valley of the *Boyne* to the neighbourhood of *Trim*. A mile beyond the hill of *Tara*, we pass, on the right, *Lismullin*, the beautifully situated demesne of Sir C. D. Dillon, Bart., and soon after, reach the plantations of *Dowdstown*, the seat of Colonel Taylor. Connected with *Dowdstown* is *Bellinter*, the seat of Mr. Preston. This finely wooded demesne stretches for a considerable

distance along the banks of the Boyne, and joins, at its upper extremity, the plantations of *Bective House*, the seat of Mr. Bolton. The latter demesne reaches along the left and bold bank of the Boyne, from *Bellinter* to the village of Bective bridge, which is four miles south-west of our road. The fine ruins of the Abbey of Bective, founded in 1146, by Murchard O'Melaghlin, king of Meath, add to the interest of this place. They are situated on the banks of the Boyne, about four miles from the demesne of *Dowdstown*, on the cross-road leading thence to Trim. On the right bank of the river, opposite to *Bective House*, are the old demesne of *Balsoon*, and the ruins of Assay Castle and church.

As we proceed to Navan the country assumes a still more beautiful and improved appearance. On passing the plantations of *Dowdstown*, our roads skirts the right bank of the Boyne—having on the opposite side the delightfully situated demesne of *Ardsallagh*, the estate of the Duke of Bedford, joining which is *Boyne-hill*. We pass, on the right, *Kilcairn Lodge*; on the left, the extensive flour mills of Kilcairn; and, at twenty-six and a-half miles from Dublin, cross the Boyne, the companionship of which we enjoy to Navan, with its verdant banks adorned on the right by the plantations of *Athlumney House*, the seat of Mr. Metge, *Boyne View*, and *Athlumney Cottage*, and on the left by those of several villas.

No. 120.—DUBLIN TO CASTLEBLAYNEY.

SECOND ROAD, BY ASHBOURNE AND CARRICKMACROSS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Castleblayney.
Dublin,	—	—	61½
Ashbourne,	—	13	48½
Cross-roads to Drogheda,	4½	17½	44
Cross-roads to Navan and Balrath,	4	21½	40
Slane,	7	28½	33
Drumcondra,	12	40½	21
Carrickmacross,	10	50½	11
Castleblayney,	11	61½	—

We have introduced this road, on which there are no continuous public conveyances, nor regular posting establishments, save at Carrickmacross, though cars can be hired at all the stages, to enable us to describe the country through which it runs, fully aware that travellers either going to or returning from Castleblayney, or any of the places given in the table, proceed by rail to or from the stations on the line of railway nearest to their residence, or place of business, as the case may be.

From Ashbourne a car runs to

the station at Duleek, from Drumcondra to Drogheda; and from Carrickmacross to Innishkeen. Conveyances can be hired at Ashbourne, Slane, Drumcondra, and Carrickmacross.

Proceeding by the north side of the city, we soon clear the suburbs, cross the valley, which is watered by the small winding Tolka, pass through the decayed villages of Finglas bridge and Finglas, and at five miles reach the margin of the flat and bleak plain lying between Dublin and Ashbourne. This tract

we have noticed generally in the commencement of No. 119; and among the cultivated portions of the kingdom there are, perhaps, none less interesting than that part of it which our present road crosses.

Save some remnants of castles, and the ancient mounds which rise over the slightly undulating but unwooded surface, there is little to vary the monotony of the scene, or to interest the generality of travellers; and the inferior husbandry and poor cottages which generally prevail, will add but little to interest even those devoted to rural affairs. The greater part of the lands are in the occupancy of graziers, who are generally indifferent farmers, as regards the details of husbandry; but there are many good tillage farms, with their accompanying houses, scattered throughout the plain; these, however, form mere specks in the great expanse, and few of them are discernible from the road. There are also several small villages on either side of the road, but they lie at a considerable distance from it, and are occupied by labourers.

At six and a-half miles we pass, on the right, *Dunsoghly Castle*, a former seat of the Plunketts, and now the estate of Mrs. Kavanagh, of *Gracefield*; at six, *The Bay*, and *Hollywood Rath*, Mr. Thompson; at nine, enter the county of Meath; and at thirteen miles, reach

ASHBOURNE,

containing a carman's stage and several small retail shops. This small town, watered by a stream which falls into the sea near Swords, has been erected within the last twenty years, by the late Frederick Bourne, Esq., who, with his brothers, led the way in the great improvements which were of late years effected in public conveyances and roads in this country. To the left of the town are the ruins of what is now called the Castle of Ashbourne; and to the right is the

course, where horse-races are frequently, though not at regular periods, held—and on particular occasions well attended. About three miles to the left of the town, on the cross-road leading to Dunshaughlin, is the village of Ratoath, containing a neat church, parsonage, and large R. C. chapel. The *Manor of Ratoath*, the residence of Mr. Corballis, adjoins the village. The ancient mound, usually called the Moat of Ratoath, from its elevation forms a remarkable feature in the comparatively naked country around. It is stated that Malachy, the first monarch of Ireland, held a convocation of the petty princes here.

At two miles from Ashbourne, *Kilbrew*, the former residence of the Gorges, now the estate of Mr. Murphy, with its plantations, is passed, a little to the left; and at five miles from Ashbourne, and eighteen from Dublin, we reach the branch road to Drogheda, the first great division of the northern road. A mile to the right of the latter is *Mead's-brook*.

Proceeding, the country gradually improves in its surface, culture, and general appearance. The hills of Garristown and Bellewstown on the right, 550 and 530 feet in altitude; the lower hills, into which the more fertile surface is now disposed, the hedge-row trees, and the better farm-houses which are met with, all tend to interest the traveller.

About eight miles from Ashbourne we reach the cross-roads of Balrath, where there are a post-office and small hamlet. This place is remarkable from the small but well-situated demesne of *Ballymagarvey*, which lies to the left; and *Somerville*, the fine residence of Sir William Somerville, Bart., the extensive plantations of which, stretching for a great distance along our road, both beautify and form a striking feature in this part of the country. Here the road to Navan branches off, and here we cross the

Nanny-water (a small stream which rises in the high grounds on the west), as it escapes from the valley of *Somerville*, in its course to the eastern coast.

Opposite to *Somerville* demesne, on the right, we pass the neat farm villas of *Balrath*, *Snugborough*, and *Mullaghfin*—and running through a rich and considerably varied country, improved by good husbandry and good farm houses on either side, at about six miles from *Somerville*, reach the river Boyne.

There is no part of the country from Dublin to Derry, as seen from the road, more beautiful than the view obtained in descending from the high grounds of Fennor to the Boyne. On the left, the broad river flowing in graceful outlines through the narrow, lovely valley, beneath the grey and massive towers of *Slane Castle*; on the right, the spacious flour-mill, with its ample ponds and appurtenances, and the opposite heights, crowned with wood, form a grand, and at the same time, a very picturesque scene.

Slane Castle, the fine baronial residence of the Marquess of Conyngham, is beautifully situated on a natural terrace, on the left bank of the Boyne. This seat, together with the village of Slane, country around, and *Beauparc*, the seat of Mr. Lambart, are noticed at some length in connexion with the *Beauparc* station, No. 118.

On crossing the Boyne, the spreading plains, low scattered hills, and gentle undulations which we traversed in our journey from Dublin to Slane, are succeeded by a continued series of fertile hills, running northward to the sea, and which vary in their shape, height, and proximity to each other, as they approach the intervening ranges of mountains. The Boyne, too, forms the line of demarcation between the great limestone plain lying around Dublin, and the lower silurian rocks

which occupy so large a space of the country lying to the north.

Passing through the village and the beautiful demesne of *Slane Castle*, noticed as above, and proceeding to Drumcondra, we leave the high range of hills lying between Slane and Collon on our left—among them Mount Iver, Slieve Brehg, and Bell Patrick, rising in the order stated, 563, 753, and 789 feet—and wind our way through the lesser hills we have just noticed. At about five miles from Slane we pass over a considerable elevation, called the White Hill, from whence a goodly prospect of the surrounding country is obtained. Near us are some of the fairest portions of Louth and Meath; and at a distance, the higher parts of Monaghan and Cavan. In summer this fertile tract of low round smiling hills, with the narrow valleys winding around them, is exquisite; but when “autumn spreads her treasures to the sun,” it is rich beyond comparison.

Pursuing our way through this naturally fertile and beautifully undulating country, we pass, at four miles, *Tankardstown*; at seven miles, *Parsonstown House*; at eight and a-half, the hamlet, church, and glebe of Syddan—a little beyond which is *Julianstown* and *Rockfield*; at ten and a-half, *Aclare House*, the handsome seat of Mr. Singleton; with *Aclare Lodge*, *Newstone*; and at twelve and a-half miles, the romantically situated village of Drumcondra, where there is a small inn. It is difficult to conceive a more beautiful disposition of surface, than around Drumcondra and the country for a few miles to the east of it.

While the country between Drumcondra and Carrickmacross maintains generally its hilly character, the valleys become more varied and diversified, with low meadow lands, marsh, lake, and bog.

At four miles from Drumcondra we reach the small lough of Bally-

hoe, cross the small river Laggan, and enter the county of Monaghan and province of Ulster. Here, in 1539, a battle was fought by the English of the Pale under Lord Grey, and the northern Irish under O'Niall.

A little beyond the Laggan, on the right, we pass, *Colderry*, the seat of Sir George Forster, Bt.; at four miles reach *Loughfea*, the fine seat of Mr. Shirley, where a large Elizabethan mansion has lately been built, and other extensive improvements effected. The grounds are adorned with numerous plantations, by the small but beautiful *Loughfea*, which gives name to the demesne. About two and a-half miles from *Loughfea*, close to Monalty Lough, on the cross-road leading to Dundalk, is *Monalty*, Mr. Gartland, and near it the house, village, and church of Ballymackney.

CARRICKMACROSS,

the first town of any importance on this line, adjoins *Loughfea* demesne. It consists principally of one long street, one side of which belongs to Mr. Shirley, the other to the Marquess of Bath. Mr. Shirley, who has greatly improved his division of the property, has also built an excellent inn, (where good post-horses and chaises can be obtained), and effected various improvements throughout his vast estates. These estates, of which Mr. Shirley possesses a moiety, the Marquess of

Bath the other, were originally granted by Queen Elizabeth to the unfortunate Earl of Essex. Carrickmacross carries on a considerable retail trade with the populous surrounding country. It contains several good shops and houses in the main street; there are also a brewery, several malt stores, and the largest distillery in the district. At the weekly markets a good deal of business is done in the corn and provision trade. The church is a neat building; and there are also places of worship for Roman Catholics and Presbyterians, a sessions-house, and union workhouse. The ruins of the old castle, said to have been built and occupied by the Earl of Essex, are in the town. Adjoining the town is *Lisanisk*.

From Carrickmacross to the neighbourhood of Castleblayney there is not much to interest the traveller—the farms are smaller, the land worse cultivated, and the surface more broken with water, marsh, and bog. A mile from Carrickmacross, on the right, we pass *Longfield*, *Capragh*, and *Rahans*; at two miles, *Donaghmoyne House*, church, and hamlet, *Vicarsdale*, and the ruins of Mannan castle—the latter occupying an elevated site; at six, on the left, *Broomfield*; at eight, *Thornford*; on passing which we soon reach the plantations of *Castleblayney demesne*, the beautiful residence of Mr. Hope (see No. 117).

No. 121.—DUBLIN TO CLONES.

SECOND ROAD, BY NAVAN AND COOTEHILL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clones.
Dublin,	—	—	76
Navan, as in No. 119,	—	28½	47½
Nobber,	13	41½	34½
Kingscourt,	6½	48	28
Shercock,	7½	55½	20½
Cotehill,	9½	65	11
Newbliss,	6½	71½	4½
Clones,	4½	76	—

Clones, Newbliss, and Cotehill, are easily reached by the Dundalk and Enniskillen Railway, No. 117; Nobber either by the Navan, Dunleer, or Castlebellingham stations, and Kingscourt from the Dundalk station.

Since the extension of the railways, no public coaches travel through this line of road, travellers proceeding from the different stages to the nearest stations. Like No. 120, it is introduced to enable us to notice the interesting tract of country through which it runs. Conveyances can be hired at Navan, Kingscourt, and Cotehill.

The neighbourhood of Navan we have generally noticed in connexion with that town, No. 118. About four miles from Navan the hamlet of Kilberry is reached; at five and a-half miles *Archhall*, the seat of Mr. Garnet, is passed on the left; at six, the hamlet of Wilkinstown is reached; at seven, *Mountainstown*, the handsome seat of Mr. Pollock, is passed on the left, and *Leggagh* on the right. At Kilshine church, near *Mountainstown*, the ground is considerably elevated, and in many parts the surface is very fertile and beautifully diversified.

We pass several comfortable-looking farm houses, and at a mile before we reach

NOBBER,

we pass, on the left, *Rahood*, the residence of Mr. Cruise, and *Cruicetown*, Mr. Shaw.

In the village of Nobber are a neat church, and R. C. chapel, and in the church-yard are the remains of a priory. Carolan, the celebrated Irish harper, was born in the village. To the left of the small but ancient village of Nobber is *Brittas*, the seat of Mr. Bligh; and as we proceed to Kingscourt, we pass, at about half a mile from Nobber, Gallows Hill, 308 feet in height, from whence a good view of the surrounding undulating country is obtained; and at a mile and a-half, *Whitewood*, the demesne and occasional residence of Viscount Gormanstown. *Whitewood* occupies a conspicuous site, and is adorned by a small lake, the source of the rivulet Dee, which we crossed on leaving Nobber.

As we approach the confines of the county of Meath, we leave the limestone district, and enter the lower silurian formation; and as we advance, the surface becomes more diversified, the soil less fertile and worse cultivated. At two and a-half miles, we pass, at a mile to the left, the village of Kilmainham, with its church and chapel; and at from

three to five miles from Nobber, near the road, *Newcastle*, *Lakeview*, and *Lisnabo*. About two miles to the east of *Newcastle*, among the rocks of the coal formation, which there extend for several miles northward, the hill of Carrickleck attains an elevation of 599 feet, and affords an extensive view of the country lying around; and two miles northwest from *Lakeview*, on the bounds of the county, are *Woodfort*, *Ervey Lodge*, and the Presbyterian meeting house of Kingsfort.

At five and a-half miles from Nobber we enter the county of Cavan, and soon reach the small town of

KINGSCOURT,

consisting chiefly of one long, straggling street, containing an inn, where post-horses can be hired, a neat church, and spacious R. C. chapel. It is situated on a neck of land where the counties of Meath, Cavan, Louth, and Monaghan meet. At the weekly market a good deal of country produce is disposed of. Adjoining the town is *Cabra Castle*, the residence of Colonel Pratt, one of the most extensive and best wooded seats in this part of the country; and, from the advantages it possesses of almost every constituent of scenery, might be rendered one of the finest of our inland residences. The romantic glen of *Cabra*, in the centre of the demesne, is beautiful in its way.

The country around Kingscourt is finely diversified. About two miles from Kingscourt, on the road to Bailieborough, is the hamlet of Muff, and near it *Heath Lodge*.

The road to Cootehill conducts us through a hilly and poorly cultivated country. It runs through the county of Cavan, skirting the county of Monaghan for the entire way. We pass *Corrinsica*, near Kingscourt; at four and a-half miles, near the small lake of Droughlone, *Northland*; and at seven and a-half, the

village and church of Shercock. Between Kingscourt and Shercock the hills on the left of the road attain an elevation of 1,000 feet. They form the commencement of that elevated hilly tract running westward to the town of Cavan, and southward to Virginia.

Adjoining Shercock is *Shinan*, surrounded by its little loughs; also the picturesque Lough Sillan, along the eastern shores of which, after leaving Shercock, we travel for nearly two miles. We pass, on the left, beyond Lough Sillan, and about two and a-half miles from Shercock, the smaller Lough Tucker, the waters from which, aided by those flowing from the pretty sheets of water connected with Lough Bawn, form the commencement of the Annalee river, one of the Erne's tributaries. The beautifully situated demesne of *Lough Bawn*, Mr. Tenison, which is adorned by the waters of these small loughs, lies about a mile and a-half to the right of our road.

As we approach Cootehill, the low, round, and fertile hills into which the surface of this district, as far as the eye can reach, is thrown, begin to assume a more cheerful and cultivated appearance.

At five miles and a-half from Shercock the traveller passes, on the left, *Annsfort* and *Bellgrove*; and on the right, environed by its little loughs and hills, the *Mountain Lodge*. Skirting, at seven miles from Shercock. Mayo hill, 602 feet in height, the highest of the summits in this immediate vicinity, and passing *Annalee* and several neat villas, we soon reach

COOTEHILL,

situated at the north-east boundary of Cavan, and surrounded by a very beautifully diversified and interesting district, which embraces part of the adjoining county of Monaghan. It is comparatively well built and respectably inhabited; and, with the

exception of Navan, in every way much superior to the poor villages and towns lying between it and Dublin. The weekly markets are well attended, as are the fairs for the sale of agricultural produce, which are held monthly. The town contains a neat church, a R. C. chapel, two Presbyterian meeting-houses, and places of worship for Methodists, Moravians, and Quakers. At the inns post-horses and conveyances can be obtained.

Cootehill is watered by the stream which takes the name of the town, and bears to the Annalee the overflowings of the chain of small lakes lying eastward to Ballybay, which are navigable for boats of some burden for several miles. These lakes, under various forms and names, add much to the beauty of the demesnes of *Bellamont Forest* and *Dawson Grove*, which lie together on the north side of the town. *Bellamont Forest*, the ancient seat of the late Earl of Bellamont, now possessed by Mr. Coote, was, not many years ago, adorned by the finest natural woods in Ireland; and even now, with the modern growths, from its natural lakes, extent, and variety of surface, would, with care, hold a high place among our country residences. *Dawson Grove*, the seat of Viscount Cremorne, is separated from *Bellamont Forest* by the narrow lough of Dromore, and includes in its bounds the beautiful demesne of *Fairfield*. The grounds are extensive, well planted, and beautifully diversified; and a spacious mansion has lately been built, and other extensive improvements effected. From the contiguity of *Dawson Grove* and *Bellamont Forest*, their extent of woods, and the beau-

tiful natural lakes which in many places form their lines of demarcation, they may be said in various instances to reflect each other: separately, they are fine demesnes; conjointly, they form a rich combination of many of the elements of landscape. The demesne and village of Rockcorry, which are about five miles north from Cootehill, now form part of the estates of Lord Cremorne. Between *Dawson Grove* and the town is *Freame Mount*, near it *Tanagh*, *Dromore*, *New Park*, and several other small residences.

About a mile and a-half west from the town, and watered by the Cootehill river, is *Ashfield Lodge*; at three, on the road leading to Ballyhaise, and watered by the Annalee, is *Tullyvin*, near it, *Retreat*; and at four and a-half miles, *Rakenney*. In the thickly inhabited country around Cootehill, particularly towards Ballybay, there is much to interest the traveller fond of rural improvement.

Leaving Cootehill we pass, on the right, the demesnes of *Bellamont Forest* and *Dawson Grove*, and soon enter the county of Monaghan, which here maintains the same beautifully varied surface as the parts of Cavan lately driven through. We leave the village of Drum, which is about four miles from Cootehill, and contains a Presbyterian meeting-house and a R. C. chapel on the left; and passing through the demesne of *Newbliss*, at about seven miles from Cootehill, reach the neat town of

NEWBLISS,

which, together with the remainder of the road to Clones, is briefly noticed in No. 122.

No. 122.—DUBLIN TO CAVAN AND KILLASHANDRA,
WITH EXTENSIONS FROM KILLASHANDRA TO BALLINAMORE AND
ENNISKILLEN.
BY MULLINGAR AND RATHOWEN.
DUBLIN TO CAVAN.
SECOND ROAD.—FOR FIRST ROAD SEE NO. 118.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Cavan.
Dublin,	—	—	94
Mullingar, by Rail, as in No. 16, .	—	50	44
Rathowen,	13	63	31
Street,	2	65	29
Granard,	11½	76½	17½
Bellananagh,	12	88½	5½
Cavan,	5½	94	—

DUBLIN TO KILLASHANDRA, WITH EXTENSION TO BALLINAMORE.
FIRST ROAD, BY MULLINGAR AND BELLANANAGH, AS ABOVE.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Killashandra.
Dublin,	—	—	96½
Bellananagh, as above,	—	88½	8
Crossdoney,	2	90½	6
Killashandra,	6	96½	—

EXTENSION FROM KILLASHANDRA TO BALLINAMORE.
TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Killashandra.	From Ballinamore.
Killashandra,	—	—	12½
Newtowngore,	—	7	5½
Ballinamore,	5½	12½	—

EXTENSION FROM KILLASHANDRA TO ENNISKILLEN.
BY SWANLINBAR.

Stations.	Statute Miles.		
	Distance between Stations.	From Killashandra.	From Enniskillen.
Killashandra,	—	—	29
Bawnboy,	—	11	18
Swanlinbar,	6	17	12
Enniskillen,	12	29	—

The railway now in progress from Mullingar to Cavan, which it is expected will be opened early in the ensuing year, will be an important link

in the great chain of inland communication. It will connect not only the northern with the southern railways, but also the important ports of Belfast and Galway; and, at the same time serve to render the towns of Cavan and Killashandra, with the important agricultural districts around them, much more accessible than they now are.

At present a four-horse coach runs daily from Mullingar to Killashandra in connexion with the trains; and a car, conveying the passengers to and from Cavan, meets the coach at Bellanagh.

Rathowen and the country around it we have briefly noticed in No. 95; and we have only to regret that, in the district between the limits of our observation and Granard, there is but little to call forth any remarks, at least of a commendatory nature. At two and a-half miles from Rathowen we pass the village of Street, the junction point of the Cavan and Longford railways; at three and a-half miles *Kildevin*, and at five *Coolamber*, the residence of Mr. O'Reilly. The district here travelled through consists of an alternation of arable, marshy, and peaty soils, and of the latter two there is a vast tract on our right, through which the river Inny creeps in its progress from Lough Sheelin to Lough Derevaragh. At Coolamber we leave the county of Westmeath, and enter the county Longford; and, at the same time, leaving the bogs and marshes of the Inny on our right, we travel through a better and more improved country to

GRANARD.

This small town has not improved in proportion to the advantages it enjoys from its central situation, its distance from other towns of any importance, and the large weekly markets for agricultural produce held in it. It contains, however, in common with all our towns, a

church, R. C. chapel, and sessions-house, to which we may add a union workhouse, and two inns where post-horses can be hired. In the town and surrounding country some coarse linen is still manufactured; and it is to be regretted that a place so well circumstanced as Granard for carrying on an extensive retail trade, should be so long neglected.

The moat of Granard, which is 593 feet above the sea, is one of the most remarkable features in this part of the country, and marks out the site of the town for many miles around. It rises boldly over the town at the western end of the main street, and contains on its summit the remains of an ancient encampment. We would recommend the traveller to ascend the moat, which he will accomplish in a few minutes, from whence he can form a very correct idea of the topography of the circumjacent country. The lakes Gowna, Sheelin, Kinale, Glore, Derevaragh, and Iron, can all be traced; as also the different hills and high grounds which diversify the flat surface for many miles around, the variations consisting of pastoral and arable lands, marsh, bog, and lake. We know of no elevation so easy of ascent, from whence so much can be seen as from the moat of Granard.

About three and a-half miles from Granard, on the cross-road leading to Killashandra, is Lough Gowna, the head of the river Erne, and though least known, one of the most interesting of the smaller Leinster lakes. It is about six miles in length, but very variable in breadth. Its extraordinary sinuous shores and long projecting headlands give it more intricacy of outline, and in some places a higher degree of picturesque beauty, than we meet with in the generality of our smaller lakes.

On the western shores of the lake is *Ernehead*, and opposite to it is

the small island of Inchmore, containing some interesting church ruins. At the head of the lake is *Frankfort*; and on a beautiful promontory a little lower is *Woodville*. Near the centre of the lake is Jasper island, a tiny spot, so called, from some specimens of that mineral having been found there. On the west shores of the lake, among many other interesting points, are *Cornadung* and *Rossduff*. From the summit of Crot-hill, near the latter, a good view is obtained of this singularly-varied lake.

Three miles from Granard, on the road to Longford, is *Clonfin*, the residence of Mr. Thompson; the other residences, &c., in the flat country lying to the west of Clonfin, we have noticed with Edgeworthstown, No. 95.

A very diversified and improvable country, in an economical point of view, though bleak and dreary in its present aspect, is travelled through between Granard and the village of Bellanagh. Around the latter the country gradually assumes a different and a better appearance, the lesser hills blending in soft and beautifully waving forms with the higher elevations of Slieve Glagh on the north, Brucehill on the west, and Ardkilmore on the east. These mountains, as they are locally termed, being from three to five miles from the village, and rising in the above order 1,050, 851, and 878 feet above the level of the sea.

The northern shores of Lough Gowna are about six miles from Bellanagh; the village of Scrabby, which is on the road leading from Granard to all the principal towns in the county of Leitrim, is six miles; and the neat village of Arvagh, which is on the same line of road, is nearly equidistant. The latter, containing a comfortable little inn where a car can be hired, is romantically situated near the pretty lake Garty, with its well-

wooded shores, surrounded by a chain of beautifully formed hills, and in the centre of an interesting, fertile, and very improvable tract of country.

At Bellanagh the roads to Cavan and Killashandra branch off, Cavan being only five and a-half miles from this point. (See No. 118.)

In proceeding from Bellanagh to Killashandra, we pass, at two miles from the former, through the prettily situated village of Crossdoney. The vicinage of this place, which is very beautiful, forms part of the fine district of Kilmore and Farnham, noticed in connexion with the town of Cavan, No. 118; from Kilmore it is only two miles distant. Among the numerous villas round Crossdoney we may notice *Lismore*, *Lisnamandra*, *The Rocks*, *Belleville*, *Castle Cosby*, *Bingfield*, *Drumcarbin*, and *Drumhall*, the latter lying a little to the right of Bellanagh.

Our road from Crossdoney to Killashandra lies, in some points, within a mile of the western shores of Lough Oughter, the waters of which are broken and diversified in a most extraordinary manner by deep, projecting, wooded promontories, bold headlands, and large fertile islands. Lough Oughter forms a part of that large and intricate chain of lakes which occupy so large a portion of the central part of the county of Cavan, and which we glanced at in our brief description of Kilmore and Farnham, No. 118.

A mile from Crossdoney we cross the infant Erne, one of the principal feeders of the above lake, and which gives name to the vast accumulation of waters which flow onward. Here it is an unimportant stream, only bearing along the surplus waters of the beautiful Lough Gowna. We pass, at two miles on the left, *Lakeview* and *Gartinard-rass*; at two and a-half, *Lahard*;

and at six miles reach Killashandra.

This small town is romantically situated on a gently-elevated ridge, and surrounded by a chain of lovely lakes, which are fed by the Croghan rivulet, which discharge their overflowing waters into Lough Oughter. It carries on little trade, but at the weekly markets a good deal of agricultural produce is disposed of. It contains good schools, a small sessions-house, church, chapel, Methodist and Presbyterian meeting-houses, the latter being about a mile from the town. The surface around is naturally beautiful, but greatly defaced by the numerous divisional ditches, wretched cabins, and bad culture.

Castle Hamilton, the seat of Mr. Hamilton, adjoins the town, and is encompassed by the beautiful little loughs of Croghan, in addition to the natural lakes it contains within its bounds. The situation of this demesne is very striking, and the ground in many places, particularly along the naturally-wooded peninsula of Gartanoul, exhibit pleasing combinations of wood and water. *Croaghan* and *Aubaun* are about a mile from the town, and *Makin* two miles, on the road to Ballyconnell. About three miles

from the town, on the cross-road leading to Mohill, is *Killygar House*, the seat of Mr. Godley; and, near it, Killygar village and church. *Killygar House* is romantically situated between Laheen and Glasshouse lakes (two of the long chain of small loughs which are fed by the Croghan river), adjoining the wood of Dunaweel. At five miles, also on the same road, is the village of Carrigallen; and close to it are *Drumsillagh* and *Cloonecorick Castle*. On the road leading to Belurbet, near the hamlet of Milltown, and about three and a-half miles from Killashandra, is *Niron Lodge*. The small town of Ballyconnell is eight and a-half miles from Killashandra, on the road leading to Enniskillen by Callow-hill and Derrylin. It is romantically situated at the eastern termination of the Slieve Russel mountains, and contains a church and chapel, a small inn where a car can be obtained, and several retail shops. Close to the town is *Ballyconnell House*, the seat of Mr. Emery. This demesne is beautified by the Woodford river, which runs through it, and adorned by fine old trees. The venerable trees also add much to the appearance of the little town and its immediate neighbourhood.

EXTENSION FROM KILLASHANDRA TO BALLINAMORE.

We may here remind the traveller that Ballinamore is often reached from Drumod (No. 95), from which it is only twelve and a-half miles distant. The road passes through the village of Mohill, where, as well as at Drumod, cars can be hired.

On the road leading to Ballinamore, and seven miles from Killashandra, is Newtowngore; at eight, *Woodford*, a dilapidated seat of the Gore family; and, near it, *Garadice*. This demesne is situated on a beautiful lake, which takes its name.

At two and a-half miles from *Garadice*, and twelve from Killashandra, is the small town of

BALLINAMORE.

It contains the usual places of worship, a small inn where cars can be obtained, and is encompassed by a naturally beautiful, and, in an agricultural point of view, a highly interesting country.

The Slieveanieran and Slieve Russel mountains extend in a continued line from Drumahambo to

Ballyconnell, a distance of twenty-two miles, Ballinamore being situated somewhat centrally near the base of the southern acclivities of this very remarkably elevated range. We particularize this tract, as it contains a vast area of improvable lands lying in a state of comparative waste. It enjoys a southern aspect, possesses innumerable beautiful and favourable combinations of surface, commands water-power sufficient for all the purposes of remunerative improvement, with many other conditions conducive to location; yet, with all these natural advantages, it is not only neglected in the usual sense of that term as it is applied to the lands of Ireland, but it is generally inaccessible.

EXTENSION FROM KILLASHANDRA TO ENNISKILLEN.

This road, though seldom used, at least by travellers to Enniskillen, leads through a very interesting tract of country, and through several beautiful and romantic localities. There are no public conveyances, but good cars can always be obtained at the inns at Killashandra and Swanlinbar.

Proceeding to Enniskillen, we pass, at one mile from Killashandra, *Croghan* and *Aubaun*; at two, *Makin*; at four and a-half, *Greenville*, Mr. Thornton; near which are *Ardlocher Cottage*, *Berrymount House*, *Carn Cottage*, *Carn House*, and *Ballyhugh House*; at seven miles cross the Woodford river, leaving, at about two miles and a-half to the right, the small town of Ballyconnell, which is noticed above in connexion with Killashandra.

Before reaching Bawnboy we pass *Lisanover* and *Corville*, whose plantations form an agreeable feature in the little glen which they occupy.

The village of Bawnboy is romantically situated at the base of the Slieve Russel mountains, where the roads from Ballyconnell, Killashandra, and Ballinamore meet. The appearance of this remote locality is much improved by the demesne of *Bawnboy*, Mr. Hassard, which occupies a considerable extent of the elevated lands rising immediately over the village.

Passing Brackly Lake, and *Brackly Lodge*, Mr. Finlay, we run along the valley lying between the Slieve Russel and Slieveanieran mountains, to the small town of

SWANLINBAR,

which is watered by the Claddagh river, and contains a comfortable small inn, sessions-house, church, chapel, &c. From its central situation, and distance from the towns of Belturbet, Ballinamore, Killashandra, and Enniskillen, at its weekly markets and periodical fairs a good deal of business, comparatively speaking, is done.

The country around Swanlinbar is interesting. The Slieveanieran mountains are here finely terminated by the bold escarpment of Bennaughlin; the Slieve Russel hills, trending off easterly, exhibit their continuous and partially cultivated sides; the large elevated pastoral tract along which we pass in our way to Florencecourt; with the cultivated plain lying between our road and Lough Erne, all contribute to the scenery, and form a striking contrast with the district lying between Swanlinbar and Killashandra.

Florencecourt, and the country lying between it and Enniskillen, are noticed in No. 117.

No. 123.—DUBLIN TO KILLASHANDRA.

SECOND ROAD, BY TRIM AND OLDCASTLE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Killashandra.
Dublin,	—	—	83½
Blackbull, as in No. 119,	—	12	71½
Trim,	15½	27½	56
Athboy,	7½	35	48½
Oldcastle,	16	51	32½
Mountnugent,	5½	56½	27
Bellananagh,	10½	66½	16½
Crossdoney,	2	68½	14½
Killashandra,	6½	75	8½
Ballyconnel,	8½	83½	—

Along this line, which branches off No. 119, at the Blackbull, the public coaches only run as far as Athboy; and, indeed, up to this point only since the opening of the railways, is this road a great thoroughfare. From Oldcastle passengers proceed to the railway at Kells, No. 118, which is only eight and a-half miles distant. The extension from Athboy to Killashandra, which, previous to the opening of the Great Midland and Western railway, was the principal road to that town, we have merely introduced here to enable us to notice the portion of country through which that road runs. As far as Oldcastle the road lies through a rich, interesting, and tolerably well-cultivated tract of country; Trim, the county town of Meath, being the only town of any importance passed through.

As far as the Blackbull we have noticed in No. 119. From the Blackbull we proceed through a fine grazing country, passing, at six miles from that village, on the left, *Culmullen*; and on the right, the glebe and church of Knockmark; at seven, the Cross Keys carman's stage; and at nine, on the left, *Grange*, the residence of Mr. Murphy, near which is *Galtrim*. Opposite to the latter, on the right, on one of the

numerous cross-roads branching off to Navan, and within one mile of our line, is the demesne of *Kilcarty*; and at two miles, the village of *Kilmessan* and the old demesne of *Swainstown*, Mr. Preston. These places we noticed with Dunsany, &c. in No. 119. From this part of the road we also command a view of the rich valley in which *Dunsany* and *Killeen Castles* are situated.

Within two miles of Trim we meet the Boyne, where the scenery becomes much more interesting. Close to the road on the river banks are the ruins of *Scurlockstown Castle*, erected in 1180, by Wm. de Scurlog, one of the Anglo-Normans; and on the left bank of a fine reach of the Boyne are *Newtown* and *Rathnally*. At one mile from Trim, and beautifully situated on the left bank of the Boyne, at Newtown Trim, are the picturesque ruins of the Augustinian priory, founded by Simon de Rochfort, Bishop of Meath about the year 1206.

TRIM,

the county town of Meath, situate on the banks of the Boyne, is a place of great antiquity, as the ruined buildings around it abundantly testify. It is stated to have been the seat of a small bishoprick, of which

St. Loman, nephew of St. Patrick, was the first bishop. Its subsequent history, however, exhibits little else than a succession of burnings and sackings from 1108, when it is stated to have been taken by the Irish chieftain, Connor O'Melaghlin, till 1649, when it surrendered to Oliver Cromwell. The present castle, one of the largest and most important built by the Anglo-Normans, was erected by the De Lacys in 1220; and in subsequent periods was often the residence of the lords lieutenant, and the places where repeated parliaments were held. And, connected with its history, it was here that Sir Charles Coote, the Cromwellian general, was killed, it is supposed, by a ball from the musket of one of his own troopers.

The remains of the castle are extensive; and from their elevated site, on the banks of the Boyne, are a very striking object. They consist of the keep, strengthened by four lofty square towers, with various other towers and outworks; the area, which is still enclosed by ruined towers and embattled walls, containing about four acres. Opposite to the castle, on the left bank of the Boyne, are the remains of the ancient abbey founded by the De Lacys: they consist principally of a part of the tower, called the Yellow Steeple, which was destroyed by Cromwell. It is the most lofty remnant of the Anglo-Norman architecture extant, and must have been originally a massive structure. The walls which surrounded the once magnificent abbatial buildings can still be traced; and there are also the remnants of other extensive outworks adjoining the present entrance to the enclosure. Connected with the present parish church is a tower of great antiquity. The priory at New Trim, and the castle of Scurlogstown we have already noticed. Opposite to the castle is the new county prison, a spacious and

very remarkable building, as well from its plan as from its extent and situation; presenting a striking contrast to the ruins of the large feudal castle of the olden time. The county court-house is a modern structure; the other municipal offices, hospitals, schools, church, chapel, &c., common to country towns, are not remarkable. It also contains a good hotel, where post-horses and carriages can be hired, and a union workhouse. On the rising ground, near the infantry barrack, a handsome pillar has been erected, by subscription, in commemoration of the military achievements of the late Duke of Wellington, and surmounted by a statue of his Grace. Although the county town, Trim is a place of little importance; it carries on no trade, nor is it even a place of great thoroughfare. At the weekly markets, however, a good deal of the produce of the rich surrounding district is disposed of. The country around is very fertile, in many places beautiful, and comparatively well cultivated.

About a mile from the town, on the road leading to Summerhill, is *Wellington Lodge*; at two miles, *Knightsbrook*, near which is the rectory of Laracor, of which Dean Swift was incumbent, and a fragment of Stella's house; and in this immediate vicinity are *Rock Lodge* and *Freeffans*. At three miles is *Braymount*; at four, *Dangan* and *Ginnet's House*. *Dangan* was the fine seat of the Earl of Mornington, father to the late celebrated Marquess of Wellesley and the great Duke of Wellington; but, except the remains of two small pillars which crown the summits of two verdant hills, scarcely a vestige remains of the place. Adjoining Trim, on the west, and on the banks of the Boyne, are *Newhaggard House*, *Roristown*, and *Waterloo Lodge*. The other seats lying more to the west we shall notice in connexion with the road to Mullingar by Ballivor. *Tully-*

ard lies two miles to the north of Trim, near the road leading to Kells.

As we proceed to Athboy, we pass, at two miles, on the banks of the Boyne, *Trimlestown*, the old dilapidated seat of the Viscount Trimlestown; and at four and a-half miles we reach *Clifton Lodge*, the seat of the Earl of Darnley. The surrounding estates, particularly the large tract of land possessed by the Earl of Darnley, as also the late estates of Lord Sherborne, have been highly improved; and the comfortable farm-houses and good husbandry cannot fail to attract the attention of the traveller, and make some amends for the flat and featureless country between this point and Trim. Passing *Mitchelstown House*, on the right, and *Ballyfallon*, on the left, we soon reach the small town of

ATHBOY,

principally consisting of one long street, and watered by a stream called the Athboy river, one of the numerous tributaries to the Boyne. The town possesses a church, R. C. chapel, sessions-house, and an inn where post-horses and carriages can be hired. There are large cattle fairs held here, and the weekly markets are well attended. Athboy forms part of the estate of the Earl of Darnley, who supports a large school and a small widows' alms-house. *Athboy Lodge*, the occasional residence of his lordship, adjoins the town; and in the vicinity are *Grenanstown*, *Causestown*, *Fraine*, *Frankville*, and *Dance's Court*. A considerable extent of low flat lands lie to the south and west of Athboy, which is traversed by gravelly ridges; on the north, towards Kells, the country is more elevated, fertile, and varied, and close to the town, in that direction, the ridge called the Hill of Ward, which rises 390 feet, is not only a feature in the flat country, but affords the traveller an

extensive view of the rich surrounding district.

On leaving Athboy we skirt the borders of the county of Westmeath, and at three miles reach *Drewstown*, Mr. M'Veigh, and *Triermore*, Mr. Rotherham; adjoining which is *Johnsbrook*. Two miles to the west of *Triermore* is *Killua Castle*, the fine residence of Sir B. Chapman, Bart. The mansion is a handsome modern castle, and the grounds are extensive, beautifully diversified, and well planted. This demesne is close to the small town of *Clonmellon*, which contains a church and R. C. chapel.

Drewstown and *Triermore* are well wooded, and their united plantations form a feature in the country. Here we may remark that the nature and character of the surface change; the long flats and gently-inclined plains give way to the low round hills and ridges which singly or in groups are scattered throughout the generally boggy or marshy plains.

About two miles from *Drewstown* we pass *Milltown* on our left; and at five reach *Clonabreany*, the seat of Mr. Wade. To the north of this demesne is *Belview*. A mile to the east of *Clonabreany*, on the summit of the hill, is the village and church of *Crossakeel*. The surface of the country now becomes much more varied, and the hills rise to a considerable elevation. We pass the villas of *Fir Park*, *Hamlinstown*, and *Bobsville*; and at two miles and a-half from *Clonabreany*, and eleven from Athboy, reach *Lough Crew*, the fine seat of Mr. Naper, situate near the centre of the hilly district which forms so remarkable a feature in the country, and strikes the traveller so forcibly after the flat country lying between it and Dublin. The bold and finely varied surface distinguishes this demesne from the numerous seats in the adjoining parts of Meath and Westmeath; and these fortuitous cir-

circumstances have been appreciated by the proprietor. The splendid modern Grecian mansion is situated on a fine natural terrace, and commands good views of many of the rising plantations which sweep around the adjacent hills. These hills, on the east side of the demesne, attain a considerable elevation, the altitude of Slieve Nacalliagh, as the ridge is named on the Ordnance maps, being 904 feet above the sea. On clearing the beautiful and highly improved grounds of *Lough Crew*, through which our road runs for two miles and a-half, we soon reach the small town of

OLDCASTLE,

the most remarkable feature in which is the endowed school for children of all persuasions. It also possesses a church, R. C. chapel, and sessions-house, an inn, and posting establishment. *Crossdrum*, the handsome residence of Mr. Rotheram, and *Baltrasna*, the beautifully situated seat of Mr. O'Rielly, lie from three to four miles south of the town, on the cross-road leading to Castlepollard; and not far from *Baltrasna* is *Hilltown*. A mile to the north, near the cross-road leading to Virginia is *Newcastle*.

On leaving Oldcastle we pass, at a mile and a-half, *Castle Cor*; at two enter the county of Cavan, pass *Roebuck* and *Farren Connell*, the latter the seat of Mr. Nugent; and at five miles and a-half reach the village of Mountnugent.

A mile to the south of this village is Lough Sheelin. This beautiful sheet of water is about four miles and three quarters long, and on an average two miles in breadth, and its northern shores were much improved and greatly adorned by the late Lord Farnham. *Arley Cottage*, now the residence of the Hon. S. Maxwell, and the planted grounds connected with it, stretch along the shores of the lake. Adjoining *Arley*

are *Crover*, *Fortland*, *Tara*, *Kilnashard*, and *Summerville* cottages. On the southern shores of the lake is *Ross*, the beautiful seat of Mr. Somerville, from whence the most lovely views are obtained of the lake and its opposite well-wooded shores; and near it a remarkably fine limestone quarry, which afforded the beautiful stone for *Lough Crew House*. Church Island, which is a mere spot, with its prostrate ruins, and Derry Sheridan, are the only islands on the lake. On one of the small insulated rocks near the eastern shores, are the ruins of Crover Castle.

Lough Sheelin affords excellent sport to the angler. It is the source of the river Inny, which steals through the dull swamps lying around the eastern shores of the lake. The Inny, passing the wretched village of Finnea on the one side and Kilgolagh on the other, expands, at one mile from Lough Sheelin, into the small Lough Kinnale, and thence forces its way through an uninteresting tract of deep flow bog to the large and beautiful lough of Derravaragh. Boats pass along the greater part of this sluggish river, and from the soft, level nature of its bed, it could easily be rendered navigable along its whole course.

On entering the county of Cavan, the traveller will soon perceive the singularly varied surface—the bog and marsh mingling and alternating with the little round green hills, and the small enclosures and wretched cottages, as compared with several of the adjoining parts of Meath.

A mile and a quarter to the right of the village of Mountnugent is *Kilnacrott*, the former residence of Mr. Morton; and at four miles, the small town of Ballyjamesduff, which we noticed in connexion with Virginia, No. 118. As we proceed, we pass at two miles from Mountnugent, on the right, *Drumroragh*, and pursuing our way through the bleak

and uninteresting country in which, at four miles from Mountnugent, we meet the poor village of Kilnaleck and *Kill House*—the latter a small place near the little lough of Corglass. Passing on the right the hill of Ardkillmore, 878 feet in height, at about ten miles from Mountnugent we reach the small town of Bellanagh. For remainder of road to Killashandra, see No. 122.

No. 124.—DUBLIN TO BELTURBET, AND EXTENSION TO ENNISKILLEN.

BY CAVAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Belturbet.
Dublin,	—	—	98½
Cavan, as in No. 118,	—	89	9½
Belturbet,	9½	98½	—
EXTENSION TO ENNISKILLEN.			
Belturbet,	—	—	21½
Derrylin,	—	8½	18
Enniskillen,	13	21½	—

A four-horse coach runs in connexion with the trains from Kells to Cavan and Belturbet. Cavan may also be reached by Mullingar and Granard (see No. 121). The road which leads to Belturbet branches off that leading to Cavan and Enniskillen at Butler's-bridge, and at five miles from thence reaches the town of Belturbet. The country between Butler's-bridge and Belturbet is intersected with bog and marsh—the latter is occasioned by the overflowing of the river Erne, which lies on our left. At a mile and a-half from Butler's-bridge we pass the small lake of Annagh, near which is *Annagh House*; and at a mile to the left, on the banks of the river Erne, and close to Butler's-bridge, is *Ashgrove*. Passing several small loughs that are scattered in the flat bogs lying on either side of the road, we pass, within a short distance of Belturbet, on our right, *Sugarloaf*, and *Erne Hill*, the seat of Mr. Knipe.

The thriving town of Belturbet is situated on the Erne, about midway from where it first assumes the river character, on issuing from the extraordinary labyrinth of lakes generally denominated Lough Oughter, till it again expands into Lower Lough Erne. At the weekly markets a good deal of corn is disposed of—to which the large distillery has greatly contributed. Following the windings of the river, the town is about four miles from Lower Lough Erne, and when the waters are high, barges sail up to the town from the lake. In this way, and by the improvement of the river, the trade of the town might be greatly increased, from its connexion, not only with the Ulster Canal on the one hand, but also by the Erne and Shannon Junction Canal on the other—these canals falling into the lough, the latter at three miles, and the former at five miles below the town. The town, which contains a church,

several schools, a R. C. chapel, a Methodist meeting-house, and two hotels, is irregularly built, and the streets leading down to the river are very steep. There are, comparatively speaking, few good houses in the town or around it, although the vicinage, particularly along the Erne, is highly interesting. A troop of cavalry is sometimes stationed here.

In the church-yard are the remains of a fortification, enclosing an extensive area. The greater part of the corporation lands of Belturbet, in consequence of the words "to the burgesses and heirs," instead of "their successors," in the charter granted by James I., have been enclosed, and retained as private property.

Lanesborough Lodge, the seat of the Earl of Lanesborough, is four miles from the town; and *Crum Castle*, that of the Earl of Erne, is five miles. These seats are noticed more fully in No. 117.

Many travel by Belturbet to Enniskillen, and, in the absence of public conveyances, hire cars in either town. This road is also generally used by travellers from Dublin and Cavan to Swanlinbar and Florencecourt. Two and a-half miles from Belturbet the Woodford river is crossed, and near this the Erne and Shannon Canal is also crossed in its progress to Lough Erne.

Proceeding along the valley which lies between Slieve Russel and Lough Erne, we reach, at eight and a-half miles, the hamlet of Derrylin, with its police-barrack, church,

and schools. Here a cross-road leads to Ballyconnell. At ten miles we leave, on the left, the roads branching off to Swanlinbar and Florencecourt—the former being six miles, and the latter eight from the junction. A mile from the junction of the above roads we pass Knockniny, rising 377 feet, immediately over Lough Erne. This verdant hill, lovely in itself, rises high above all the endlessly varied knolls which diversify the shores of the upper lake, and afford by far the best view anywhere obtained of this extraordinary maze of water. Proceeding through a low but beautiful tract of fertile lands, at ten miles from Enniskillen we cross the Claddiagh river, that bears along the waters from the elevated lands lying around Swanlinbar to Lough Erne; at six miles the Arney, which carries the overflowings of the Loughs Macnean through Glenawly, to the same basin; and at three, the Silles river, that brings down the contents of nearly all the streams flowing among the Derrygonnelly hills to the same great reservoir.

Winding among the charming undulations into which the surface of this beautiful part of the country is disposed, and through which our road runs, we soon descry Enniskillen in its best point of view. Its grey walls, towers, bridges, and buildings of various heights and forms, rising from the waters of the lake, and covering the undulating ridge, together with the lovely hills around, produce a scene of picturesque beauty which is rarely surpassed.

No. 125.—DUBLIN TO MANORHAMILTON.

FIRST ROAD, BY ENNISKILLEN AND BLACK LION.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Enniskillen.
Dublin,	—	—	143
Enniskillen, as in No. 117,	—	118	25
Lisbofin,	5	123	20
Black Lion,	7	130	18
Manorhamilton,	13	143	—

Manorhamilton being the principal stage between Enniskillen and Sligo, it is always readily reached by the conveyances which run through it on their way to these towns; and cars can always be hired at Enniskillen and Manorhamilton.

For nine miles—that is, from the point where the road branches off to Swanlinbar and Belcoo-bridge—the road runs through Glenawly, along the southern base of Belmore mountain, near the shores of Lower Lough Macnean, and under the lovely grounds of *Garden Hill*, passing, at five miles, Lisbofin, and displaying in its progress generally the nature of this interesting district—interesting alike from the scenery of its mountains and lakes as from the susceptibility of its hills and valleys of remunerative improvement. See notice of the neighbourhood of Enniskillen, No. 117.

At Belcoo-bridge the traveller crosses the river running between Upper and Lower Loughs Macnean, and enters the northern corner of the county of Cavan, in which he continues for the next four miles.

The Upper and Lower Loughs Macnean are separated from each other by a neck of land half a mile in breadth. The Upper Lough is about five miles long, its breadth varying from one and a-half miles to half a mile; the Lower, about three miles, by one in breadth. The former is bounded on the north by the wild, uncultivated, and hilly

moorland tract which runs for twelve miles westward to the dreary shores of Lough Melvin; and, for a like distance on the north, to the more pleasing banks of Lough Erne. Two lines of road penetrate this district: one of them extends from Belcoo-bridge to the village of Garrison, and various other roads branch off it to the more elevated and central parts of the district. The scenery, in many parts, is striking; the distant views from the hills, which in several places rise to a height of 1,200 feet, are extensive; and though there is nothing here approaching to grandeur of character, yet, the unfrequented moorland region lying between Loughs Macnean, Melvin, and Erne, and containing a space of about one hundred square miles, is not unworthy the attention of the tourist. This district is also noticed in connexion with Garrison, No. 132.

Passing the hamlet of Black Lion, where there are several good retail shops, and an inn where cars can be hired, and proceeding along the southern shores of the Upper Lough Macnean, at three miles from Belcoo-bridge the hamlet of Largay, or Red Lion, is reached. Here various roads leading to different parts of the county of Leitrim branch off, and here is the most central point for the tourist who wishes to explore the surrounding mountains of the counties of Cavan, Leitrim, and Fermanagh. About three miles from Red Lion, in the acclivities of

the mountains of the south, and in the county of Cavan, is Leigmonshinna, the source of the Shannon, noticed in connexion with Lough Allen, No. 95. This spot, no doubt to many interesting, is easily reached by a path which branches off the cross-road leading from Red Lion to Drumkeeran.

On leaving Lough Macnean we enter the county of Leitrim, passing, on our right, *Glenfarn*, the seat of Mr. Tottenham. This demesne is romantically situated on the western shores of Upper Lough Macnean, and a considerable extent of its young plantations lie along the shores of the lake.

The surface of the country from this to Manorhamilton is agreeably varied; and the accompanying hills rise from 1,200 to 1,500 feet. The soil, however, is of a very varied character, in many places very inferior, the farms small, and wretchedly cultivated. We pass *Lisnagroagh* and *Hollymount*, within two miles of the town; and, as we approach the latter, the country assumes a more beautiful, diversified, and cultivated appearance.

The small town of Manorhamilton is situated in the centre of the most beautiful and interesting part of the county of Leitrim. It is watered by a mountain streamlet called the Owenmore, that falls into the Bonet river a little below the town, and surrounded by lofty hills, many displaying fine outlines, and attaining an elevation of 1,500 feet. The country around is singularly, and in many places beautifully varied by the dark moorland hills, the precipitous craggy slopes, the winding glens, narrow ravines, and fertile valleys, into which the surface is disposed. Adjoining the town is *Skreeny* and *Rockwood*; at two miles on the road to Sligo is the hamlet and demesne of *Lurganboy*, romantically situated at the base of Benbo, one of the most remarkable mountains in this district, whose

altitude is 1,365 feet. The hamlet is watered by the Bonet river, and surrounded by a considerable extent of fine wood. Five miles from the town, on the road leading to Ballyshannon, and in the centre of Glenade, one of the finest of the mountain glens in this vicinity, is *Glenade House*, Mr. Cullen, situated on the banks of Lough Glenade, the source of the Bonet river, and commanding an extensive view of the glen and its mountain boundaries. The new road from Manorhamilton to Bundoran and Ballyshannon, runs through Glenade, and affords many beautiful views of the glen and of the bay of Donegal. The interesting but little-known Lough Melvin is seven miles north from Manorhamilton, and the road to it leads through a dreary, hilly, romantic tract of country, enjoying for four miles the companionship of the Ballagh rivulet. Eight miles north-east from Manorhamilton are the chapel and hamlet of Kiltyclogher. The road to the village runs through the glen lying between the mountains of Dooley and Mullaghnaire, whose respective altitudes are 1,511 and 1,422 feet.

There is but little business carried on in the town of Manorhamilton beyond the weekly markets. There are a neat church, R. C. chapel, a small Methodist meeting-house, a sessions-house, a union workhouse, and an inn where cars can be hired. The ruins of the fine baronial mansion built by Sir Frederick Hamilton, in 1641, adjoin the glebe. The town and a large tract of country around now form part of the estates of the Earl of Leitrim.

The small town of Drumahair is nine miles from Manorhamilton. It is picturesquely situated on the banks of the Bonet river, one of Lough Gill's principal supplies. The river issues from Glenade, and thence runs through the valley lying between that pretty sheet of water and Lough Gill. In its short

course it receives various streams from the lateral glens, and all the rills that flow down the sides of the adjacent mountains.

Drumahair has lately been greatly improved, together with the country adjacent, by the proprietor, Mr. Lane Fox. In the village are the ruins of the castle, built at a remote period by one of the O'Rorkes; and joined to it, the hall built by Sir W. Villiers, a part of which has been lately re-

paired by Mr. Lane Fox. Near the town are the ruins of Creevelea Abbey, and some other conventual remains. A little below the village, on the banks of the river, is the pleasantly situated villa of *Friarstown*, and near it the ruins of Harrison's Castle.

For a brief notice of the highly interesting country lying between Manorhamilton and Sligo, see No. 95.

No. 126.—DUBLIN TO MANORHAMILTON.

SECOND ROAD, BY MULLINGAR AND CARRICK-ON-SHANNON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Manorhamilton.
Dublin,	—	—	129
Carrick-on-Shannon, as in No. 95,	—	99	30
Leitrim,	8½	102½	26½
Bellantra Bridge,	5½	108	21
Drumkeeran,	9½	117½	11½
Manorhamilton,	11½	129	—

Manorhamilton is seldom reached from Dublin by this route. There are no public conveyances, but cars can always be hired at Carrick-on-Shannon, and generally at Drumkeeran.

The country from Carrick-on-Shannon to the head of Lough Allen, including Drumkeeran, a distance of thirteen miles, we have already briefly noticed in our description of the country around Carrick, No. 95, as also various particulars relative to Lough Allen and its shores, &c.

The small village of Drumkeeran, with its church and little inn, is situated about two miles from the head of Lough Allen; and the recently opened iron works of Crevilly, where preliminary arrangements are making for mining and smelting on a large scale, lie about midway between Drumkeeran and

Drumahair. As we proceed through the hilly and desolate country onward, at four miles we pass on the left the small lough of Belhavel, on the western shores of which is *Belhavel House*, the seat of Mr. Montgomery. Here the road to Drumahair branches off. This village, which we have described in No. 125, is only five miles from this point. From the lake of Belhavel to Manorhamilton our road lies through a diversified and romantic country, having the fine valley through which the Bonet river flows on our left, and a bold range of limestone mountains rising to 1,066 feet on our right. At five miles from Belhavel Lough, we reach *Larkfield*, Mr. O'Donnell, hence for two miles the mountain cliffs, on the right adorned with copsewood, have a fine effect.

No. 127.—DUBLIN TO GRANARD.

SECOND ROAD, BY ATHBOY AND DRUMCREE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Castlepollard.
Dublin,	—	—	65½
Athboy, as in No. 123,	—	35	30½
Castletowndelvin,	8	43	22½
Drumcree,	4	47	18½
Castlepollard,	6½	53½	12
Granard,	12	65½	—

For first road to Granard, see No. 122.

Till the opening of the Great Midland and Western Railway, the line given in our table was that generally travelled. Now Castletowndelvin and Drumcree are reached from the Killucan station—the latter being thirteen miles from it, and the former nine. Also Castlepollard and Granard are reached from the Mullingar station—the latter being twenty-six, and the former twelve miles distant; and, on the opening of the railway from Mullingar to Cavan, Granard will be touched by that line, and Castlepollard will be nearly approached.

Leaving Athboy, we pass Grenanstown, and, at two miles enter the county of Westmeath. The country onward is, in regard to the fertility of the soil, much inferior to that lying between Athboy and Dublin, and is greatly diversified with large tracts of boggy and swampy land, and in some places agreeably varied by ranges of low gravelly hills.

We leave *Heathstown* and *Ballinlough Castle*, the latter the seat of Sir John Nugent, Bart., about two miles to the right; and at seven miles from Athboy reach *South-hill*, the seat of Mr. Chapman, adjoining which is *Mitchelstown*. About a mile from *South-hill* is *Rosmead*. This seat, together with the three demesnes

we have referred to—*South-hill*, *Mitchelstown*, and *Ballinlough*, lying together—form a considerable extent of woodland, and add much to the scenery of this generally bleak part of the country.

In proceeding to Drumcree, we leave the village of Castletowndelvin, with its church and chapel, about half a mile to the left. It contains the ruins of the castle which was built by Hugh de Lacy, Lord of Meath, for his brother-in-law, Sir Gilbert de Nugent, who resided in it for some time, and then built the neighbouring castle of *Clonyn*, which was burnt at Cromwell's approach, during the parliamentary war.

Adjoining the town is *Clonyn*, the seat of the Marquess of Westmeath, the descendant of Sir Gilbert de Nugent. The mansion is the old castle above noticed, which has been restored and added to by his lordship and the former lords of Delvin. The demesne contains a rich and beautifully-varied surface, and among the trees of the park are some of the finest beech and yew in the country. In the vicinity of Castletowndelvin are several remains of the castles built by the early English settlers. The country around Castletowndelvin is generally flat, and large fields of bog are intermingled with the very fertile uplands.

About two miles from Castletowndelvin, and a short distance off the road leading from that village to Mullingar, is *Rockview*, Mr. Fetherston Haugh; and, near it, *Bracklin*, Mr. Fetherston Haugh. *Dysart* lies about the same distance from the village; at four miles *Reynella*, the seat of Mr. Reynell; and at six, *Killynan*, the residence of Mr. Reynell. *Clonlost*, the seat of Mr. Nugent, is about a mile to the south of *Killynan*; its situation is well marked out by *Sion-hill*, which is 497 feet in height.

At four miles from *South-hill* we reach the hamlet of *Drumcree*, which is surrounded by the plantations connected with *Drumcree House*, the seat of Mr. Smyth; *Derry Cottage*, the residence of Mrs. Berry; and *Ralphsdale*, that of Mr. Smyth. These demesnes improve the appearance of this part of the country.

A mile and three-quarters beyond *Drumcree* is the village of *Collinstown*, with its church and chapel; and close on the left, *Barbavilla*, the seat of Mr. Smyth. Three and a-half miles to the north of *Collinstown*, and lying between the verdant hills of *Carrick* and *Ballinclough*, is the small but charming *Lough Bawn*, and on its beautiful pastoral banks is *Carrick* and *Lough Bawn House*, the latter the charmingly-situated residence of Mr. Battersby. *Archerstown*, Mr. Reynell, lies about four miles north-east of *Drumcree*.

There are few parts in this district so beautiful and romantic as the country on either side of the road from *Collinstown* to *Castlepollard*. On the left the beautiful pastoral hills form a striking contrast with the flat country just travelled through. They attain an elevation of 575 feet, and run southerly, with some slight intermission, to the head of *Lough Derevaragh*, and link in with the more lofty hill of *Knockeyon*, 707

feet, which presides over the most interesting part of that fine sheet of water. On the summit of one of these hills is the conspicuous mound called *Turgesius' Fort*, which, in the traditions of the country, is said to have been erected by a Danish chief of that name. To the right, close to the road, is *Lough Lene*, about two and three-quarters miles long by one broad—for its extent, one of the loveliest of the numerous lakes in *Westmeath*. It contains one or two wooded islets, on one of which there formerly existed a monastery.

On the north side of the fertile hill which bounds *Lough Lene*, and about three miles north-west from *Collinstown*, lies the romantically situated village of *Fore*. The ruins of its ancient abbey and monastery, originally founded in 630, and restored by *Walter de Lacy*, in 1209, and the remains of the gates and wall which once enclosed the village, testify its former importance. A subterranean stream from *Lough Lene* turns a small mill in the village, just as it issues from the rock; and a rude mausoleum marks the resting-place of the Earls of *Westmeath*. This lonely village is situated at the head of a valley which is characterized by the cliffy hill called the *Ben of Fore*, 710 feet in height; and near the lower end of the vale is the small, reedy *Lough Glore*, well known to anglers.

On the southern shores of *Lough Lene*, along which our road lies, is the small and beautifully-situated villa of *Lough Park*. It is part of the estate, and may be considered as an adjunct to *Kinturk*, the seat of Mr. Pollard, which stretches from it, and surrounds the small town of

CASTLEPOLLARD,

containing an inn, where post-horses and carriages can be hired, a chapel, and a remarkably neat parish church. The surrounding

plantations of *Kinturk* add much to the appearance of the town. *Benison Lodge* lies a mile to the south. We may remark, that taking Castlepollard as a centre, the lake district lying around it, embracing a radius of several miles, is extremely beautiful, and for grazing purposes, highly valuable.

As we proceed from Castlepollard to Granard we reach, at a mile from the former, *Pakenham Hall*, the fine seat of the Earl of Longford. It is the only mansion in this part of the country which contains any thing like "*The Hall*" in its internal arrangements. The demesne reaches across to Lough Derevaragh, where it joins *Coolure*, the seat of Mr. Pakenham, which stretches along the shores of the lake.

Turbotstown, the seat of Mr. Dease, is passed on the right, and thence our road runs through a part of the small village of Coole. Two miles and a-half beyond this village we meet the river Inny, forcing its reluctant way from Lough Sheelin to Lough Derevaragh, through the deep and dreary bogs by which we are here surrounded. At the bridge crossing the Inny, on the right, is the low

hill of Camagh, 246 feet high, and though low, a feature in the bogs; and a mile above the bridge the Inny is augmented by the small river Glore. Among the hills of Mullochmeen and Mullochmore on the right, which stretch towards the shores of Lough Sheelin, and form so remarkable a feature in the bleak and boggy plains around, are the remains of *Carlanstown House*. This hilly range is of considerable elevation, within two miles of Lough Lane; its altitude is 849 feet.

On crossing the Inny at Camagh-bridge we enter the county of Longford; at two miles and a-half from the bridge we reach the small demesne of *Fernsborough*, and the village of *Abbeylara*. The ruins of the small abbey, said to be founded by St. Patrick, and restored by Lord Richard Tuite, in 1205, are in the village; and the parish church, glebe-house, and chapel, are in the vicinity. About a mile east from *Abbeylara* is Lough Kinale; its northern end is only a mile from the larger Lough Sheelin. At two miles from *Abbeylara* the traveller reaches Granard.—See No. 122.

No. 128.—DUBLIN TO RATHANGAN.

BY LUCAN, CELBRIDGE, AND CLANE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Rathangan.
Dublin,	—	—	34½
Lucan Station, by Rail, as in No. 10,	—	7	27½
Lucan Town, by Road,	1	8	26½
Celbridge,	4	12	22½
Clane,	7½	19½	15
Rathangan,	15	34½	—

All the places referred to in this route are now invariably reached from Dublin by the Great Southern and Western Railway, Celbridge being close to its own station, Clane three miles from the Sallins station,

and Rathangan six and a-half from that of Kildare.

From Dublin to Celbridge inclusive, the country has been noticed under the Environs, 8th Tour; and under No. 16 of the Itinerary.

Two miles from Cebidge is *Killa-
doon*, the seat of the Earl of Leitrim.
At three miles, beautifully situated
on the Liffey, is *Lodge Park*, the
seat of Mr. Arthur Henry; and a
little beyond it, also on the river
banks, is *Straffan*, the fine residence
of Mr. Barton. *Barberstown Castle*
lies a mile to the north of *Straffan*;
and at three miles, also on the north,
is *Rathcoffey*.

Proceeding to Clane from *Straffan*
we keep along the left bank of the
Liffey, passing, on the north side of
our road, at about a mile from
Clane, the Jesuit college of *Clon-
gowes*. It is a large imposing
building, established in 1814 for the
purposes of general education, and
is now well attended. The site of
the college is well marked out in
the flat country around by the hill
of *Mainham*, which, immediately
behind the college, rises to a height
of 294 feet.

The village of Clane in ancient
times was of some note, but is now
a place of little importance. It is
situated within a quarter of a mile
of the Liffey, and contains a church
and chapel; and in the vicinity are
the ruins of its ancient abbey, said to
have been founded in 548. A mile
above Clane, on the bank of the *Lif-
fey*, are *Blackhall*, *Millicent*; and at
two miles *Prospect* and *Sherlockstown*.

Leaving Clane we pass *Firmount*,
and at two and a-half miles reach
the decayed village of *Prosperous*,
where some years ago a cotton fac-
tory was carried on with some suc-
cess. Close to the village, on our
way to *Rathangan*, is *Downing's
House*; and at two miles to the
south, on the banks of the canal, is
Landinstown, the seat of Mr. Digby,
and *Donore*.

About a mile and a-half from
Prosperous the traveller crosses the
Grand Canal at its summit level,
which is 279 feet above the sea;
and leaving the village of *Roberts-
town*, which is situated on the banks
of the Grand Canal, about a mile to

the north of our road, at five miles
from *Prosperous*, the hamlet and
church of *Kilmeage* are reached.
To the south of the village is *Rather-
non*; and about a mile to the west
is *Newpark House*.

The hill of *Allen*, which attains
an elevation of 676 feet above the
sea, lies about two miles to the
south-west of the village of *Kil-
meage*. It is a very remarkable
feature in the country, is easy of
ascent, and affords a very extensive
view of the flat country lying
around. From this hill the traveller
can readily understand the charac-
ter of this comparatively little fre-
quented district, of the nature of
the surface, and of the vast fields of
bog or peat-moss which pervade it.
Apart from these considerations,
the view is highly interesting, from
the extent of country which it sub-
jects to the eye of the observer.

The Grand Canal supply runs
along the western side of the hill of
Allen; this the traveller crosses,
and keeps on his way to *Rathangan*
along the northern base of the hills
which connect with the chain of
summits locally known as the *Red
hills* and *Chair of Kildare*.

Rathangan is a small town situ-
ated on the banks of the Grand
Canal, and contains a church, cha-
pel, and meeting-house for Quakers.
The *Slate* river, which carries off
the waters from the surrounding
bogs, and is augmented in its pro-
gress by the *Figile*, runs through
the town, and falls into the *Barrow*
a little above *Monastereven*.

Rathangan is well circumstanced
for country business; and, although
it has lately improved, yet not in
proportion to its facilities. Close
to the town is *Spencer Farm*, the
residence of the Visct. Harberton.

In the neighbourhood, we have to
add to the seats already noted, in
connexion with the town of *Kildare*,
under No. 64, *Ellistown* and *Navans-
town*. *Killinthomas Wood* is situated
on the edge of the boggy tract,

about one and a-half miles to the north of the town. Except the land surrounding the town, the country, from the vast extent of bog and flat grounds, presents a cold and dreary appearance. Of this, and the naked plain, for many miles, good views

are obtained from the Red hills, which lie between Rathangan and the town of Kildare. These hills attain an elevation of 769 feet, and are very conspicuous in the flat country which extends far around.

No. 129.—DUBLIN TO BAILIEBOROUGH.

BY KELLS AND MOYNALTY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Bailieborough.
Dublin,	—	—	78½
Kells, by Rail, as in No. 118,	—	59	14½
Moynalty, by Road,	5	64	9½
Bailieborough,	9½	73½	—

The small town of Bailieborough is often reached by Virginia; but the nearest road is by Kells and Moynalty. The public conveyances go no nearer to Bailieborough than Virginia or Kells; but good carriages can be obtained at both of these towns.

At Kells, which, with its neighbourhood, we have noticed in No. 118, our road branches off to Moynalty. Moynalty, which we have also noticed in connexion with Kells, is pleasantly situated on the Owenroe river, one of the tributaries to the Blackwater, and presents a striking contrast to the generality of our villages. The handsome cottages, the chapel and clergyman's house, have been built, and the surrounding plantations and improvements effected within these twenty years, by the proprietor, Mr. Farrell, whose beautiful villa is in the upper end of the village. The villas of *Donover*, *Westland*, *Donore*, *Walterstown*, and *Cherrymount*, adjoin Moynalty; and the country around is fertile, well-cultivated, and beautifully diversified.

For a few miles beyond Moynalty the country is bleak and hilly. The surface is much more varied,

but not so rich nor well cultivated as the more easterly parts of Meath. We pass *Petersville* on our left, at three miles from Moynalty; and at six miles from Moynalty enter the county of Cavan, which, for the last five miles, we have skirted on our left, where the country assumes a still more rough and hilly character. The hill of Loughanleagh, within three miles of Bailieborough, is 1,116 feet in height; it is the highest summit in the district, and from its altitude affords an extensive view of the hilly and diversified country lying around.

The small, neat, clean, and respectably inhabited town of Bailieborough, which is situated in a remote and upland part of the county of Cavan, has been, as well as the surrounding lands, considerably improved under the care of the proprietor, Sir John Young, Bart., whose seat, *Bailieborough Castle*, is within a mile of the town. The house occupies the site of the ancient castle of Tonregie. The town possesses several well-built three-story houses, a church, chapel, union workhouse, sessions-house, and a small inn, where cars can be hired. There are also a Methodist

and two Presbyterian meeting-houses in the parish ; and the weekly markets are now well attended, to which the improved roads have contributed. There is a small lake close to the town, another adorns the demesne, and several of various sizes are scattered in the thickly inhabited and hilly country lying around.

No. 130.—DUBLIN TO TRIM.

SECOND ROAD, BY KILCOCK.

TABLE OF DISTANCES.

stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kilcock.
Dublin,	—	—	33
Kilcock, by Rail, as in No. 16, .	—	19	14
Summerhill, by Road,	7½	26½	6½
Trim,	6½	33	—

Few travel from Dublin to Trim by this road, Trim being commonly reached by No. 123. To Summerhill, its neighbourhood, and all the intermediate country, the generality of travellers proceed by rail to Kilcock, as stated in the above table, where cars can always be obtained.

Summerhill, the seat of Lord Langford, is situated in the centre of one of the richest tracts of lands in the county of Meath ; and until the destruction of the mansion by fire, some thirty years ago, was considered one of the finest residences in the kingdom. In addition to the above accident, this fine seat has of late years undergone many mutations, which it is here unnecessary to refer to. It is now, however, under the care of the present noble pro-

prietor, in a state of renovation ; and, we trust, will in due time assume, if not its pristine character, at least an appearance worthy of its possessor. Its architectural character may soon be restored ; but time alone, aided by the hand of care, can revive the sylvan grandeur that was prostrated.

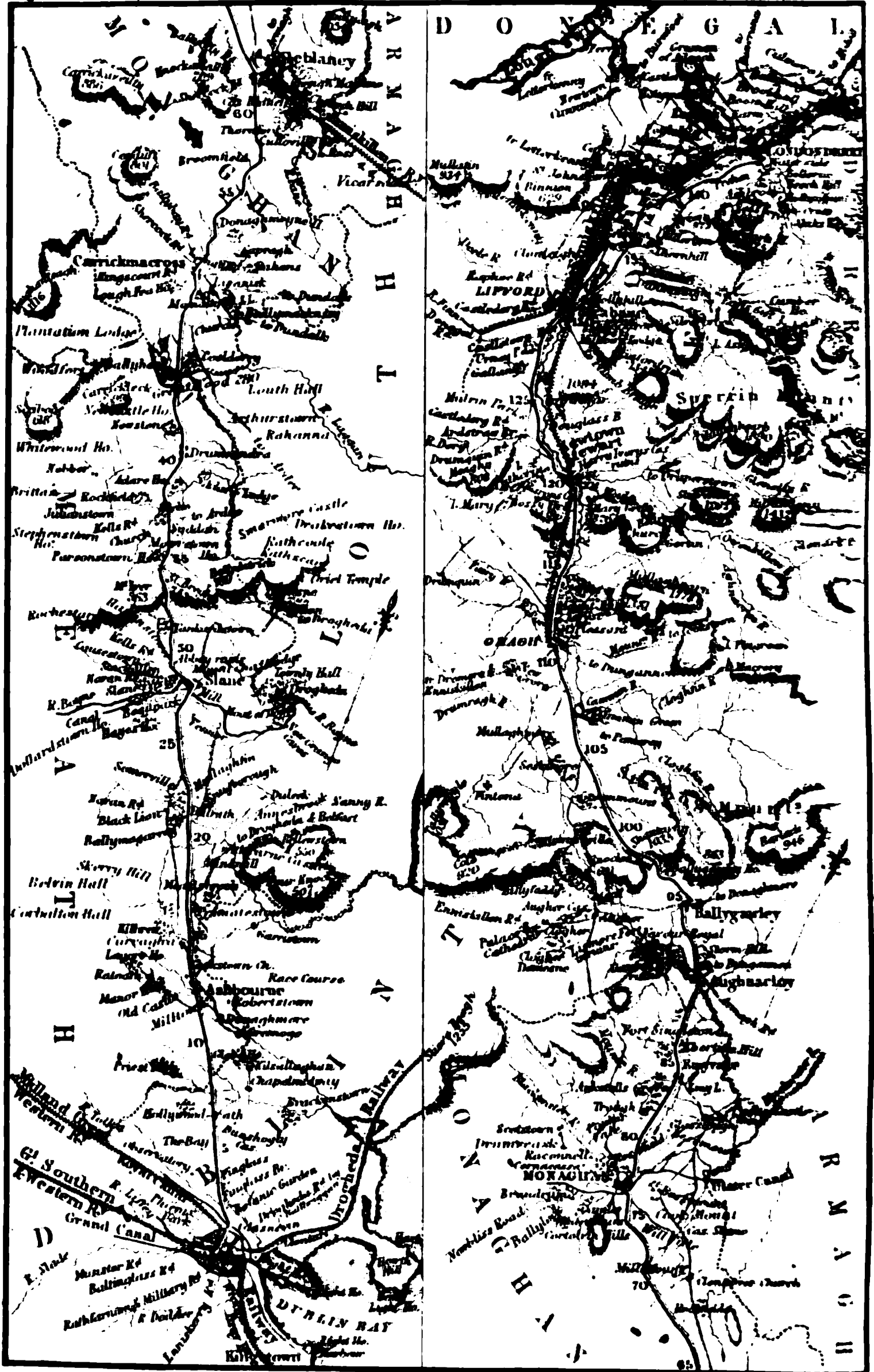
The village of Summerhill, which was originally built on a neat plan, as an adjunct to the demesne, has of late years fallen into decay.

Two miles to the south of Summerhill is *Rahinstown*, at three miles on the road to Ballivor is *Rathmohyon*, the residence of Mr. Fowler, and at five, *Tobbertynon*, Mr. M'Evoy. Two miles from Summerhill, on the road leading to Trim, is *Dangan*, noticed in connexion with Trim, No. 123.

DUBLIN TO LONDONDERRY.

By Road 144¹/₄ St. Miles

By Rail & Road 153³/₄ St. Miles



No. 131.—DUBLIN TO BALLIVOR.

BY HILL OF DOWN STATION.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballivor.
Dublin,	—	—	42
Hill of Down and Kinnegad station, by Rail, as in No. 16,	—	36	6
Ballivor, by Road,	6	42	—

Ballivor, a village in the county of Meath, with its neighbourhood, and the country lying between it and Moyvally, are easier and quicker reached by rail than by the high road *via* Dunboyne and Summerhill.

Cars can be obtained at the Hill of Down and Kinnegad stations.

At two to three miles from the station, *Killyon*, an old seat of the *Magans*, and *Kilmor* are passed. *Castlerickard*, the seat of Mr. Nugent, lying about two miles to the right.

Ballivor contains a church, and

R. C. chapel, and in its immediate vicinity are *Elm Grove* and *Parkestown House*. The town and a considerable tract of country lying around it, form part of the estate of the Earl of Darnley, by whose predecessor it was much improved.

Three miles from Ballivor, on the road to Trim, is *Clooncarneel House*; at four and a-half miles, on the road to Killucan, is *Grangemore*, and near it the village of Raharney. Two to three miles south of Raharney, and three from Killucan, are *Grangebeg*, *Riverdale*, *Derrymore*, and *Hyde Park*.

No. 132.—DUBLIN TO LONDONDERRY.

FIRST ROAD, BY CASTLEBLAYNEY, OMAGH, AND STRABANE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Londonderry.
Dublin,	—	—	153½
Castleblayney, by Rail, as in No. 117,	—	72½	81
Monaghan, by Road,	14½	87	66½
Emyvale,	6½	93½	60
Aughnacloy,	5½	99	54½
Ballygawley,	4½	103½	50
Omagh,	16	119½	34
Mountjoy, by Rail,	3½	123½	30½
Newtownstewart,	6	129½	24½
Victoria Bridge,	4½	133½	19½
Sion Mills,	1½	135½	18
Strabane,	3½	138½	14½
Porthall,	3	141½	11½
St. Johnston,	4	145½	7½
Carrigans,	2½	148	5½
Londonderry,	5½	153½	—

From leaving the Dundalk and Enniskillen railway at Castleblayney until we join the Londonderry and Enniskillen railway at Omagh,

forty-seven miles of country is crossed by well-appointed stage coaches and cars, which ply on alternate days, in connexion with

the trains to and from these termini.

There are two roads from Castleblayney to Monaghan, nearly equidistant—that by *Castle Shane* is the more interesting. On either road we have little to remark in addition to what we have already stated in reference to the general aspect of the country. Proceeding by *Castle Shane*, at about six miles we pass, on the right, *Rockfield*; at seven, the church of Clontibret—near which is the hamlet and house of *Millmount*; at nine, *Castle Shane*, the beautiful seat of Mr. Lucas, prettily situated in a highly improved valley, where a road branches off to Middleton and Caledon.

MONAGHAN,

the chief town of the county of that name, is, from its situation, population, and weekly markets, a place of considerable importance. The Diamond, or central square, and the three principal streets of the town which diverge from it, contain some good houses and shops. The public buildings are the county courthouse and gaol, union workhouse, and the other offices and hospitals common to county towns. A very handsome church has lately been built; and the Presbyterians, Roman Catholics, Methodists, and Independents have also places of worship. In the vicinity is the diocesan school founded by Queen Elizabeth, but principally supported by the clergy of the dioceses of Raphoe, Kilmore, and Clogher. The county infirmary, workhouse, and R. C. college, in the vicinity of the town, are remarkable from their size and elevated site. A detachment of cavalry is generally quartered here; and there are branches of the Provincial and Belfast banks, and a good inn, where carriages can be obtained.

Markets for the sale of agricultural produce, &c., are held four days in the week. The town is in a thriving state, and the Ulster Canal, which

runs close to it, has served to increase the trade. Monaghan is a place of considerable thoroughfare; and in addition to the conveyances from Dublin and Londonderry, in connexion with the railways, there is the daily cross mail from Belfast to Enniskillen, and a branch line of railway, connecting the Dundalk and Enniskillen with the Northern lines passing through the town, is applied for.

Monaghan holds its corporate rights from the charter of James I. There appear, however, no antiquities worthy of particular notice.

The country around is much improved, and the surface agreeably varied by the hills common to the district. In various places, but particularly on the west, towards the mountains of Slievebeagh, they rise to a considerable elevation, but generally speaking they are low, and blend with the more gentle undulations.

About two miles south of the town, on the road to Newbliss, is *Rossmore Park*, the seat of Lord Rossmore; and adjoining it are *Camla*, the seat of the Hon. Colonel Westenra, and one or two villas. The western suburbs are beautified by the plantations of various neat villas, which are grouped together in that direction. Among them are *Cornacassu*, the seat of Mr. Hamilton; *Rosefield*, and *Raconnell*. To the east of the town is *Bessmount*, and on the north, *Poplar Vale*.

Proceeding to Aughnacloy, we cross, at one mile from the town, the Blackwater, which rises in the Slievebeagh mountains on the west, and carries the contents of many of the tributary streams of the counties of Monaghan, Tyrone, and Armagh, to the great central basin of Lough Neagh. The trees which in some places line the road, and those of the different improved farms and villas we pass through, add much to the appearance of the vicinity of Monaghan. At four and a-half miles, we reach *Trough Lodge*, which

is included in the demesne of *Anketell Grove*, the seat of Mr. Anketell, through which the stream called the Mountain river flows; and about seven, the village of Emyvale.

About a mile and a-half beyond Emyvale we pass *Fort Singleton*, the residence of Mr. Crawford; and at four miles cross the branch of the Blackwater which rises in Knockmany, and waters the beautiful vale lying between it and the town of Aughnacloy, where we enter the county of Tyrone, and soon reach the small town of

AUGHNACLOY,

consisting of one long street, with several lanes branching from it. The town contains a church, R. C. chapel, Presbyterian and Methodist meeting-houses, sessions-house, and two hotels, where carriages can be hired. The weekly markets, for the sale of agricultural produce, are well attended.

About two miles to the left of the town, on the cross-road leading to Clogher, are the ruins of Garvey House—near them those of Lismore Fort, erected by Sir Thomas Ridgeway in 1619; and at three miles, on the banks of that branch of the Blackwater which flows through the valley winding westward, is *Favor Royal*, the fine seat of Mr. Moutray. Resuming our route, a little beyond Aughnacloy, we pass on the right *Stormhill*; and at four miles reach the small town of

BALLYGAWLEY,

the improving state of which is evident from the comparatively neat and clean appearance of the houses; the large distillery and brewery; the neat new church and Presbyterian meeting-house; sessions-house, and inn.

The low fertile hills, with the intervening valleys of various soils and characters, through which our road has meandered from the Boyne to Ballygawley, a distance of sixty-five miles, are now succeeded by

the central tracts of mountain and moorland which occupy so large a portion of the counties of Tyrone and Derry. These heights appear in our front, and stretch on the west around the demesnes of *Cecil* and *Killyfaddy*—the latter (about seven miles distant), the seat of Mr. Maxwell; the former (six miles), the extensive and beautifully-planted residence of Mr. Gervais, in which Knockmany, one of the most striking of the lower hills, 691 feet high, and wooded to its summit, is a fine and a prominent object.

A little beyond *Ballygawley House*, the handsome seat of Sir Hugh Stewart, Bart., which is about a mile from the town of Ballygawley, commences the ascent of that portion of the high moorland tract which lies between Ballygawley and Omagh, locally known as the Starbog mountains. Here we again leave the limestone formation, and enter the sandstone, in which we continue till, between Omagh and Newtown Stewart, we meet the great Cambrian rock district, in which we continue for the remainder of our journey. Shantavny, the highest summit of this part of the sandstone hills, rises close on our right to an elevation of 1,035 feet; and around it there still remains a great tract of dreary, but highly reclaimable moorland; and the tracts of greensward and tillage which now chequer the dreary heath-clad surface, are at least a presage of future improvement. Cultivation, however, has made considerable inroads on the vast extent of waste lands which lie around.

Descending the hills on the opposite side, a good view is obtained of Omagh, the rich vale in which it is situated, and the surrounding mountains. From the adjacent higher elevations, and even from some points of our road, a general idea may be formed of the outlines of that great mountain district, that occupies so great a portion of the

counties of Tyrone, Donegal, and Derry.

OMAGH,

the county town of Tyrone, is situated on one of the numerous eminences here scattered throughout the undulating plain; and the principal street running down the side of the hill, is inconveniently steep. This street contains the principal shops and houses; and from it the minor streets and lanes branch off. The courthouse is conspicuous from its elevated situation at the divergence of the main street; the gaol is a large modern building on the north side of the town; and the various other municipal offices and hospitals, as also the church, chapel, and meeting houses common to a county town, are in no way remarkable. There are two inns where carriages can be hired; two branch banks, and a union workhouse. The business of Omagh is confined to the fairs, weekly markets, and retail trade of the surrounding populous districts. The depot of the north-west military district is now established here. The town was destroyed by fire so late as 1743, and what now appears is comparatively modern.

The dreary expanse of mountain and moorland stretching on the east towards the shores of Lough Neagh, on the north to Lough Foyle, and on the west to the mountains of Donegal, commences a few miles from Omagh. Of course, we here speak generally; as these upland tracts embrace many smiling valleys, rich spreading plains, cultivated slopes, and wide straths, teeming with fertility. From the formation of this assemblage of mountains, roads traverse the intervening glens in various directions; and several of the glens through which the roads are carried exhibit what may be considered, for this part of the country, very picturesque scenery. The glens, too, are

enlivened with their little streams—inhabited, and, as far as the better soils extend, all cultivated.

Mullaghcarn, here the commencement of this mountain district, is about six miles north-east of Omagh. It is among the higher summits in the assemblage, being 1,778 feet above the level of the sea; several of the streams which flow down its southern sides fall into the Camowen river a little above Omagh, and form the commencement of the Strule, which washes the northern base of the little hill on which the town stands, and waters what was till lately *Mountjoy Forest*, the seat of the late and last of the Earls of Blessington, and by far the most extensively planted demesne in Ireland. This tract has been portioned, and is now occupied by several proprietors.

The country immediately around Omagh is of the same diversified character as that which generally prevails in the lower levels of this part of the country, viz., hill and dale in every direction; the former every where cultivated; the latter almost invariably containing isolated strips of bog and marshy lands. The intervening flats are here more boggy, and the hills less fertile than in the similarly formed parts of Meath and Louth; and towards the mountain ranges by which the Omagh district is surrounded, the country gradually assumes a wilder and more moorland character.

The small town of Fintona, with its different places of worship, which is eight miles from Omagh, and Dromore with its church, chapel, and meeting-house, which is nine miles, are now quickly reached by the railway, in its progress to Enniskillen. It runs near to the former, and within two miles of the latter.

Ecclesville, the residence of Mr. Eccles, adjoins Fintona; *Derrybard*, Mr. Vessey, lies about a mile to the east, and Seskinore village and lodge

are about three miles distant in the same direction. The country all around the above enumerated small towns, though bleak, is all cultivated and thickly inhabited—the farms being generally small, and the dwellings poor, as is common to nearly all the similarly circumstanced portions of Ulster.

Eight miles to the west, on the road to Castlederg, and within two miles of the northern base of the mountain of Dooish South, whose altitude is 1,119 feet above the sea, is the small town of Drumquin, which contains a church, chapel, and Presbyterian meeting-house. From Omagh to Drumquin, and around the latter, is bleak and dreary, and, generally speaking, presents but little to interest the traveller.

Resuming our route to Derry, the railway from Omagh to Strabane runs generally along the continuous narrow valleys through which the rivers flow; the high road keeping for the greater part of the way a somewhat parallel course along the adjacent banks, and almost uniformly affording better views of the country travelled through than is obtained from the rail.

The valleys from Omagh to Strabane, through which the Strule and Mourne flow, are well defined, particularly from Newtownstewart downwards, as are also the lateral glens through which their tributary streams are borne. The banks rise to a considerable height on either side, being, generally, but the foregrounds to the neighbouring and higher hills; and the clear and ample streams, fringed with their native copsewood every where in view, however devious their windings, maintain that rapidity of motion which constitutes the charm of river scenery.

Between the Omagh and the Mountjoy stations, Fairywater is crossed, before its confluence with the Strule, the latter bending off

by *Mountpleasant* to refresh the grounds of what was till lately the forest of *Mountjoy*. Lower down, however, the Strule is re-crossed ere we reach

NEWTOWNSTEWART,

which is pleasantly situated on its bank a little below its confluence with the Owenkillew river, another carrier of many mountain streams. The town was originally called *Lislas*; and, from commanding the pass to the more northerly towns, was, as a military post, a place of importance. It was granted by Charles the First to Sir William Stewart, from whom it derives its present name; was burned by order of James the Second during the revolution, and not repaired till 1722. From some inattention, the improvements have not kept pace with that of the neighbouring towns, nor are they commensurate with its own interesting localities. Still there are a number of good houses in the centre of the town, and considerable business is done at the fairs and weekly markets. It contains a church, R. C. chapel, two Presbyterian, and two Methodist meeting-houses; and at the inn conveyances can be hired. On the summit of a hill near the town are the ruins of Harry Ivery's Castle; and at the foot of Main-street are the remains of the house in which James the Second slept on his way to Derry. This house was built by Sir R. Newcomen in 1619.

The situation is well defined in the topography of the district by the high hills which are well known under the rural names of *Bessy Bell* and *Mary Gray*; the latter, lying one and a-half miles to the right, rises 826 feet—the former, two and a-half to the left, attains an elevation of 1,386 feet above the sea. About Newtownstewart the hills, valleys, and rivers become more defined; the latter are fewer, more evident, possess more volume,

and seem to hasten their motion as they draw to the termination of their course; the little hills give way to the more lofty and prolonged ridges; and the valleys are wider, more winding and continuous.

About two miles from Newtownstewart, in the valley stretching along the base of the western slopes of Bessy Bell, is *Baron's Court*, the fine seat of the Marquess of Abercorn, where extensive improvements, worthy of the rank and opulence of the noble proprietor, have lately been effected: among them, that of planting the bleak, tame, unbroken slopes of the high hills which constitute the principal feature of the place, and the extensive additions to his fine mansion, may be noted. The stream running through the valley which the demesne occupies, forms three small loughs, together extending nearly two miles, and adding much to the beauty of the grounds.

Six miles east from Newtownstewart is the small town of Gortin; and adjoining the town is *Beltrim*, the seat of Mr. Hamilton. Gortin is romantically situated in a valley which is bounded on the north by the mountains Slievemore and Munterlony; the latter, which gives its name to the range, is 1,432 feet in altitude; the former 1,262 feet. The valley is watered by the Owenkillew, which bears to the Strule at Newtownstewart the waters of the various rivulets and numerous rills issuing from the mountains lying eastward. Gortin, the principal assemblage of houses in this mountain district, contains the parish church, the union workhouse, and a small distillery, the excellent produce of which has given to the town some celebrity. Among the cultivated and inhabited glens which branch off the valley of Gortin, and run through this district, there is a great deal of interesting scenery. Several of these lateral glens, with their accompanying named rivers,

extend for many miles; and as they are mostly traversed by roads leading to the more easterly towns in the counties of Derry and Tyrone, they are generally accessible; and though the mountains which bound them do not exceed 1,400 feet, and are generally tame in their outlines, they present, particularly in the lateral valleys, gaps, passes, and glens, many picturesque and striking scenes. Connected with the above, we may notice the long glen lying between the Munterlony and Sperrin mountains, and through which a road runs from Newtownstewart to Draperstown, with an extension to Strabane. The Sperrin mountains are the loftiest in the district, and they are much more continuous and better defined than the parallel ridge of Munterlony. They extend in a curving line from the vicinity of Strabane to within four miles of Garva, a distance of thirty-six miles, following the outline of the range, and in that space are intersected by four glens, through which roads are carried. Sawel mountain may be said to be the centre and highest point of the range. It is 2,236 feet high; and from it the chain gradually descends, on the one hand, to 1,000 feet near Strabane, and on the other, to 1,200 feet near Garva. In this, however, there are intermissions where the hills do not exceed 800 feet. The glen, which lies between the Sperrin and the Munterlony mountains, and through which the road from Newtownstewart to Draperstown is carried, is watered by the Glenelly river, which falls into the Owenkillew about four miles above Newtownstewart. For the greater part of the way, that is, from Newtownstewart to Sperrin, a distance of fifteen miles, the glen is thickly inhabited, and contains various schools and places of worship. And from the greater altitude of the mountains and the depth of the lateral glens, the

scenery is in some places more striking than in the more southerly and more ramified glens connected with the Munterlony range.

The small town of Castlederg is nine miles from Newtownstewart, on the road leading to Pettigo, Irvinestown, and Killygordon.

Castlederg dates its origin from the castle built by Sir John Davis, in 1619, the ruins of which, adjoining the town, form a very striking and picturesque object. The town has been of late years greatly improved by Sir Robert Ferguson, Bart., the present proprietor, who has erected a very comfortable inn, where cars and post-horses can be hired. It contains a union workhouse, a church, and a sessions-house; and the weekly markets, at which a good deal of agricultural produce is disposed of, are well attended. Near the town is *Mount Bernard*, and in the neighbourhood are the ruins of *Castle Gore*.

The country around is in many places well cultivated, picturesque, and romantic, particularly along the banks of the Derg, which runs past the town. About two miles above the town the Derg is augmented by the Mournebeg; and the mountain glens through which these rivers flow above their confluence, in their progress respectively from the loughs whence they take their names, are generally wild and picturesque.

As in many parts of this district, where the Cambrian rocks prevail, numerous veins of primitive limestone are met with round Castlederg; and among the high and dreary sandstone hills, which, at five miles south of the town, attain an elevation of 1,117 feet, there is some interesting scenery. Among the hills millstone grit prevails to a considerable extent; and around this moorland tract, which extends considerably south, and far to the west, the country is dreary, partially cultivated, and desolate.

A mile above Newtownstewart is the hamlet and castle of *Moyle*.

From Newtownstewart to Sion-mills station, the rail keeps generally the right bank of the winding, and, in some places, well-cultivated mountain valley, which is enlivened and beautified by the rivers noticed in our progress. We meet, at three miles from Newtownstewart, the river Derg, which brings down the overflowings of the celebrated lough of that name, as well as the waters of the Mournebeg, and several others of the Donegal streams to the Strule.

A mile below the confluence of the Derg the Strule is augmented by the Douglass Burn, and thence the increased volume of waters is borne down to Strabane under the name of the Mourne river. From Newtownstewart to Strabane the water, under the names of the Strule and Mourne, is perhaps the most beautiful river in Ulster, whether we regard its volume, current, or its accompanying banks; and yet, with the exception of a solitary parsonage, not a house worthy of notice looks upon it, or in any way participates in its beauties; nor, with the exception of turning two or three wretched mill wheels, and propelling the machinery of the large flax-spinning factory at Sion-mills, are its waters applied to any useful purpose. Before reaching Sion mills station, Victoria bridge and station are passed. The mills, with the house of the proprietor and cottages of the workmen, are a striking feature in the valley. We may remark that the banks, which limit the valley of the Mourne, connect with the higher hills on either side. The railway, however, leaves the valley near the Sion-mills station, and keeping the plain, which lies to the left, crosses the Finn between Lifford and

STRABANE,

the latter the most important town

on this line, between Dundalk and Derry, whether we view it in regard to its situation or trade. It was one of our best linen markets, and still carries on a little business in the export of provisions. The retail trade is considerable. The older streets of the town are ill suited for business; but the modern parts contain good streets, shops, and houses. Though comparatively respectably inhabited and well circumstanced in all the conveniences appertaining to a country town, it is far from being what might be expected in this favoured locality. Situated on the very margin of the county of Tyrone, adjacent to Lifford, the assize town of Donegal, Strabane enjoys all the advantages arising from the assizes, general sessions, and meetings of that neighbouring county.

Strabane contains a church, R. C. chapel, two Presbyterian and two Methodist meeting-houses; a sessions-house, two branch banks, union workhouse, and two inns where post-horses and carriages can be hired. It is situated on the Mourne, which meets the Finn, one of the principal rivers of the county of Donegal, a mile upwards, where, mingling with the tide-water, their united currents, under the name of the Foyle, flow to the ocean. A canal, about four miles in length, connects the town with the deeper parts of the Foyle, and, with the railway, adds to the facilities of its import and export trade. From the mouth of the canal the Foyle is navigated by vessels of considerable burthen, and a small steamer is employed to tug them to and from Derry.

The fever hospital, and *Milltown Lodge*, the residence of Mr. Humphries, Lord Abercorn's resident agent, are a little east of the town; about two miles to the north-east, beyond Strabane Glen, is *Hollyhill*, the seat of Mr. Sinclair; and at six, in the upland district beyond *Hollyhill*, is the village of Dunama-

nagh; adjoining it is *Earl's Gift*, and from two to three miles from the village are *Silver-brook* and *Lough Ash*. On the west side of Strabane, in the fertile and highly cultivated vale of Urney, from one to four miles from Strabane, along the banks of the Finn, are *Castletown*, *Gallany*, *Urney Park*, and *Urney House*, with several other neat villas.

On crossing the Foyle we enter the county of Donegal, and, at the same time, Lifford, its small assize town. This town, now an adjunct to Strabane, appears to have been early distinguished as the residence of the O'Donnells, chiefs of that district, and with 500 acres of the adjoining lands, granted by James I. to Sir R. Hansard, to whose descendants a portion still belongs. The town, however, was neglected, and consequently never rose to any importance; and although it contains the court-house, gaol, and other public offices of the county Donegal, all the trade and business are carried on at Strabane.

The vicinity of Strabane is interesting. On the east the Sperrin mountains come close to the town, and crossing the valley of the Mourne, join the frontier-hills to the Donegal mountains, which hills sweep around by the towns of Stranorlar, Letterkenny, and Ramelton, to Lough Swilly. Within this well-defined mountain circle are the rich valleys of the Finn and Foyle—the former noticed in connexion with the road from Strabane to Stranorlar, the latter forming part of the road from Strabane to Derry.

The town of Lifford is briefly noticed under the road to Letterkenny. From the hill of Knockivoe, which is 969 feet in height, and within three miles of Strabane, an extensive view can be readily obtained of the mountainous district lying around, and of many of the valleys by which it is penetrated.

From Strabane to Derry the high road runs through the flat tract which is watered by the Foyle, and keeps along its right, or Tyrone side, and, for eight miles from Strabane, about a mile and a-half from its margin. There is also a road along the western or Donegal side of the river, passing on the right *Clonleigh*, the Rev. W. Knox, and through the ancient, disfranchised borough of St. Johnstown, and the village of Carrigans. Neither of these lines is now travelled by the public coaches, but conveyances can be readily hired at Strabane; and to the tourist they will at least afford variety.

The railway crosses the Foyle about midway between Lifford and Strabane; and, from the bridge is obtained a good view of that fine tidal river, with the fertile vale through which it meanders; of the valley of the Finn, with its prolonged upland boundaries; and of the towns of Lifford and Strabane, with the hilly country lying around.

Proceeding by rail from Derry to Strabane, we may premise that the Foyle is a broad, tidal stream, flowing through a comparatively wide, alluvial valley, destitute of banks, in the usual sense of the term, till within a few miles of the "maiden city," and, consequently, devoid of much that imparts a charm to river scenery. From the nature of the district, however, the elevated banks of the valley are seen to advantage from the rail, as also the deploying hills, to which they form a foreground.

The villages of St. Johnstown and Carrigans, whence the stations are named, are passed on the left. From St. Johnstown roads branch off to the hamlet of Manor Cunningham and to the town of Letterkenny, the former being eight, and the latter thirteen miles distant; and from Carrigans a road leads to the village of Newtown Cunningham, which is five miles distant.

If historical recollections endear

LONDONDERRY

to every lover of liberty, its situation and time-worn walls must render it interesting to all admirers of picturesque scenery. Placed on an oval hill, which rises to a height of 119 feet, and washed by the Foyle, here a tidal river of more than two furlongs in breadth, and broken into all that irregularity of outline which the buildings of different heights along the steep acclivities present, the view of the old city from the approach by Waterside, the suburb lying on the right bank of the river, is very striking.

The history of Derry, from 546, when, it is stated, a monastery was founded by St. Columb, up to the commencement of Elizabeth's reign, is chiefly ecclesiastical. In its military history in 1566 the first British garrison appeared in Derry. In 1568 the town and fort were destroyed by an accidental explosion of the powder magazine, and abandoned by the English; but re-occupied in 1600 by Sir Henry Dowcra, who erected the adjoining fort of Culmore; and to him, in 1604, James the First granted the first charter for the establishment and regulation of the town. In 1608 it was again reduced to ashes, and the garrison put to the sword by Sir Caher O'Doherty. In 1613 the Irish Society was formed, and a new charter of the town, under the name of Londonderry, granted to the "Society of the Governors and Assistants, London, of the new Plantation of Ulster," who were bound to enclose the city. After various confiscations and restorations of this charter, a new one was granted by Charles the Second, on his restoration, under which the Irish Society now act. The memorable siege of Derry lasted 105 days, having commenced on April 18, 1689, and raised on the 1st of August following.

The walls, gates, and some of the

bastions which enclosed the old city are still entire, and are its most ancient remains: a few of the guns used defensively during the siege are still preserved in their original localities, as memorials of the noble stand made on that occasion by the good and the brave. The others, amounting to about forty, are, to use the words of the government survey, "converted to the purposes of peace, serving as posts for fastening cables, protecting the corners of streets, &c."

Within the walls the streets have undergone but little change, either in form or name, since they were originally laid out. From a central square, called the Diamond, in which stands the corporation hall, the principal streets, some of which are extremely steep, radiate at right angles towards the four original gates. The town, however, now extends greatly beyond the walls, and its suburbs are in many places highly improved.

The ecclesiastical buildings are, the cathedral, which is also the parish church of St. Columb, a massive and imposing structure, occupying the highest part of the town, and affording from its tower a magnificent prospect of the city and all the district for many miles around; the episcopal palace, which occupies the site of an Augustinian convent; the Free church and chapel of ease; four Presbyterian, one Independent, and two Methodist meeting-houses; two R. C. chapels and the large R. C. cathedral now building on the south side of the town. The lunatic asylum for the counties of Derry, Donegal, and Tyrone, is a large, fine building, and the modern county court-house and gaol are in every way worthy of the town.

The other more remarkable structures and institutions are, Walker's Testimonial, a handsome pillar erected in 1828, on the central western bastion of the wall, to the

memory of that distinguished governor and his brave companions; the corporation hall in the Diamond, the infantry barrack, the union workhouse, the branch banks, the new cemetery, Gwynne's richly endowed hospital for educational purposes, with its small botanical garden; various other schools, with the other educational establishments, and though last not least, the wooden bridge over the Foyle, in length 1,068 feet, and breadth 40 feet. To these we may add the Presbyterian college, about to be erected in the vicinity of the town.

The quays are being enlarged; the trade increasing; steamers ply regularly between Glasgow and Liverpool; railroads are now open, or at least will soon be, from Enniskillen and Belfast; a new bridge across the Foyle is in contemplation; and the town extending and improving on every side.

Among the antiquities connected with Derry we may notice the Griuan of Aileach, one of the most extensive monuments of the ancient Irish. Vestiges of the concentric ramparts of this pagan ruin can still be traced. It is situated on the summit of the hill of Grianan, which is about four miles north-west from Derry, on the shores of Lough Swilly, and rises 802 feet. In addition to the interest which the antiquarian will feel in the examination of this remnant of the earlier ages, the view from the hill of the surrounding country, including Lough Swilly, is very extensive, and at the same time very interesting. Near the mouth of the river is Culmore Fort, erected by Sir Henry Dowcra in 1600; and after being unoccupied as a military station for 146 years, it was repaired in a permanent manner in 1824 by General Hart.

The vicinity of Derry is fertile, and the surface agreeably varied by hills and prolonged valleys. On the north the hills blend with the mountains of the peninsula of Inish-

owen, and, to the south, they gradually rise to the high central mountain groups of the counties of Derry and Tyrone.

About four miles and a-half below the town, the tidal river Foyle, which is navigable for vessels of 600 tons burthen up to the town, falls into Lough Foyle.

In the north of Ireland, Derry ranks next to Belfast in extent of tonnage and general trade.

Along the left bank of the Foyle, on the road leading to Moville, among the larger villas, are *The Farm*, Sir A. R. Ferguson, Bart.; *Boom-hall*, *Brook-hall*, *Thorn-hill*, *Baltynaguard*. The latter villa is about four miles from the town, and close to the old fort of Culmore, noticed above. On the right bank of the Foyle there are also several villas.

South of Derry, on the road leading thence to Dungiven, near the suburb of Waterside, is *Bellevue*; at two miles, on the banks of the Faughan river, is *Ashbrooke* and *Beech-hill*; at three, *The Cross*; and at five, *The Oaks* and *Oaks Lodge*; at nine, the village and church of Claudy, adjoining which is *Cumber House*; and at twelve and a-half miles, and two miles to the right of the road, *Learmount*.

These seats are situated on or near the banks of the Faughan river, which rises at the base of Sawel

mountain, and empties itself into Lough Foyle opposite to Culmore Fort. The vale of Faughan, through which the river flows, is in many places naturally beautiful, fertile, and highly improved; the hills on either side of the vale are bleak and moory, and connect with the mountains which rise from 700 to 1,500 feet, and which increase in wildness and elevation as we advance towards the demesne of *Learmount*, where they blend with the higher mountain ranges. Several beautifully romantic mountain glens branch off the vale through which flow streams subsidiary to the Faughan, and where the roads connecting the different parts of this mountain district run. The incorporated London companies possess large tracts along the vale of Faughan, and have aided considerably in its improvement.

Prehen, the old seat of the Knoxes, whence fine views of the city and its adjacent banks are obtained, is about two miles from Derry, on the high road leading to Strabane.

The village of Newtowncunningham, with its church and meeting-house is about eight miles from Derry, on the road to Rathmelton and Letterkenny. The reclamations along the right bank of Lough Foyle, we have noticed in connexion with the railway from Coleraine to Londonderry.

No. 133.—DUBLIN TO BALLYSHANNON AND BUNDORAN.

BY ENNISKILLEN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Bundoran.
Dublin,	—	—	149½
Enniskillen, as in No. 117,	—	118	31½
Church-hill,	11½	129½	20
Belleek,	11½	141	8½
Ballyshannon,	4½	145½	4
Bundoran,	4	149½	—

Though we have introduced table of distances, the road does not pass through either of these small

towns. It leaves the latter a quarter of a mile to the right, and the former about half a mile on the left.

A mail car, carrying passengers, runs daily between Enniskillen and Ballyshannon, and cars can always be hired at either town. Our road from Enniskillen lies generally along the southern shores of lower Lough Erne, and presents from many points beautiful views of that celebrated lake. At all events, good views of the lake and shores are easily obtained from the adjacent hills.

Connected with the environs of Enniskillen, No. 117, we have noticed the extent, boundaries, islands, and other generalities of lower Lough Erne. We have now to notice its southern shores.

On passing *Ely Lodge*, noticed in No. 117, we run for two miles along a promontory, which is beautifully covered with holly and other copse wood, having the grounds of *Ely Lodge* on our right. The lovely wooded islets which encircle that beautiful demesne are here seen in very beautiful points of view. Passing Blaney bay and the island of Inishmacsaint, on which are some church ruins, we drive through a pretty rural country which is picturesquely broken and diversified with patches of natural wood.

At eight miles from Enniskillen we pass, on the left, the road leading to the village of Derrygonnelly. The village, which lies about two miles from the mail-coach road, possesses a small church, chapel, and Methodist meeting-house. It is situated in the high, half-reclaimed tract of country which is almost encircled by Lough Erne, Lough Melvin, and the Loughs Macnean, and which may be said to include an area of 100 square miles. Through this tract the road from Enniskillen to Garrisson runs, as also the new road from Derrygonnelly to Manorhamilton. It exhibits a singular mixture of bog, crag, pasture, tillage, and moorland.

Church-hill, which the new road leaves half a mile to the left, is a village on the top of one of the numerous ridges rising summit over summit till they blend with the more elevated and westerly hill of Shean North. Near the new church, on the right of the road, is Tully bay, and near it the ruins of Tully Castle. The plantations and mansion of *Castle Archdall*, the fine seat of Mr. Archdall, which occupy an elevated site on the opposite shores of the lake, are from many points conspicuous objects.

From the glebe-house of Church-hill to the church of Rosscur our road continues along the shores of the lake, and discloses at every turn some new and striking combination of wood and water on the one hand, or hill and dale on the other. At two miles from the glebe we reach the rocky dell of Pollaphuca, which forms a part of the wild and picturesquely-broken acclivities of Shean North, the most remarkable, from its elevation (1,135 feet) and shape, along the whole course of the Erne. As the most extensive, if not the best views of the lower lough, its shores, and islands, are obtained from the eminences near Pollaphuca, we would recommend the traveller anxious to know the topography of the district to ascend the steep of Shean North. In addition to the views of Lough Erne, its islands and shores, the traveller will be gratified with the views of the mountains, and the moorlands lying westward between the hills of Shean North and Glennalong, and southward to the still more lofty Glenkeel.

From the vicinity of Pollaphuca we gradually descend to the flat boggy tract which lies along the foot of the lough, and where the latter gradually narrows to half a mile in breadth. At the narrow part, but on the opposite shores, is *Castle Caldwell*, the seat of Mr. Bloomfield, the most beautifully situated of all the numerous seats

on Lough Erne. There is probably no seat in the kingdom more happily circumstanced as regards lake scenery, than *Castle Caldwell*; and till lately, few, if any, could boast of finer timber. About two miles north from *Castle Caldwell*, is *Maghramena*, the handsome residence of Mr. Johnston. The Elizabethan mansion, from its elevated site, is seen for a considerable distance along our road. At Roscur church, which is about three and a-half miles from Belleek, the waters of the Erne again assume the deep and still river character, and creep in heavy volume through the swampy plain to Belleek, where they are precipitated over a considerable rapid, and produce, even during the summer droughts, a fine effect; and in winter, or after floods, the rush of waters is truly grand.

At Belleek the navigation of the Erne commences. The small town of Belleek lies a little to the right of the road and on the opposite bank of the river, which is here crossed by the second bridge over the Erne, the only one between the towns of Ballyshannon and Enniskillen. Belleek contains a church, chapel, and several public-houses, where, and at other houses in the town, the numerous anglers stop during the fishing season. Cars and boats can also be hired; and the town is conveniently situated for those who wish to explore this interesting part of the country. Ballyshannon, however, which is within five miles, affords better accommodation. A little below Belleek, on the right bank of the river, is *Cliff*, the lodge of Mr. Connolly.

The small village of Garrisson is four and a-half miles south from Belleek, on the road leading thence to Manorhamilton. The road leading to it runs through a rugged, half-cultivated, but in many places, very romantic country, affording good views, but presenting in itself few attractive features. The village

is romantically situated at the head of Lough Melvin, where the Roogagh river empties itself into that large and little-known sheet of water. The Roogagh bears along the countless streams which issue from the high moorland district of Fermanagh lying eastward, and forms one of the principal supplies of Lough Melvin. The village contains a church, R. C. chapel, and a public-house, where tourists occasionally stop, and where a car can be hired. The country around Garrisson is, as regards the quality of the soil, of a very inferior nature; it is very much diversified in its surface, and of late years has been greatly improved. Much, however, remains to be done; and it certainly offers many inducements to farther improvement. Garrisson is reached from Manorhamilton, and also from Enniskillen by Derrygonnelly, but the most convenient way of reaching it is by the branch road from Belleek.

Lough Melvin is seven and a-half miles long, by a mile and a-half broad; its surface is diversified by four small wooded islands, Inish-eher, Inishmean, Inishtemple, and Inishkeen, varying in their lengths from a quarter to half a mile; and if its northern shores are comparatively tame, its southern shores, along which the road runs from Garrisson to Kinlough, are very striking.

Aghabohad mountain, which exhibits a range of cliffs, rises boldly from the water's edge to an altitude of 1,346 feet. It throws its dark shadow over the deep waters; and its acclivities are broken into numerous ravines by the little streams rushing down to the lough. All the other sides of the lake are cultivated, and generally by very poor farmers; the land is of a very hilly, rugged, and mixed moorland character, and adds but little to the general scenery of this interesting sheet of water.

From Belleek to Ballyshannon our road runs through a beautiful and well-cultivated valley. About

two miles from Belleek we pass, on the right, *Camlin*, the handsome seat of Mr. Tredennick; and on the same side, but on the opposite banks of the Erne, *Laputa*, Mr. Johnston; and near the road are *Cherrymount* and *Fortwilliam*.

Ballyshannon, the most important town in this district, is situated at the head of a small inlet running off Donegal bay, into which the Erne pours its great body of waters. This fine river, which flows over a rugged bed from Belleek, a distance of nine miles, in which it falls 140 feet near its terminus, runs through the town, and pays its ample tribute to the main over a ledge of rocks rising ten feet above the level of the ordinary tides. Though this fall cannot compete, in extent, with the rapids of the Shannon at Doonas, yet in heavy floods, from the narrower river bed and consequent concentration of its waters, the effect is more striking.

The export trade is comparatively small, owing in a great measure to the insuperable obstacles presented by the bar, and the exposure of the harbour to the westerly winds. It is to be regretted that the late Colonel Connolly's exertions to remove these impediments have failed. There are a distillery and brewery; but the general business of the town is limited to the retail trade, for the supply of the extensive but poor surrounding district. The salmon fishery is extensive. The town comprises three streets, and the wretched suburb called the Purt. The principal streets are very steep; and the whole town is ill arranged either for comfort or business. In the sessions-house, and places of religious worship, which consist of church, chapel, Presbyterian and Methodist meeting-houses, there is nothing remarkable. A small detachment of military is generally stationed here. There are two inns where postchaises and cars can be obtained, and a large union workhouse.

Ballyshannon, from its history, seems to have been at one time subjected to all the mutations and feuds consequent on the unsettled state of the country. A fragment of the ancient castle of the Earls of Tyrconnell, long the chieftains of the district, remains in the town.

The surface around is very varied and beautiful, and adjoining the town very fertile.

BUNDORAN

is four miles to the westward, on the road leading to Sligo. It is the most celebrated watering-place on the whole range of the north-west coast, and is well circumstanced for bathing and exercise, from its extensive sandy beach, and interesting country lying around. A number of neat summer villas have been erected around, and the town contains several lodging houses, and two comfortable inns.

Two miles west of Bundoran, where the Drowes river discharges the waters of Lough Melvin into the bay of Donegal, is the hamlet of Bundrowes, and a little beyond it, the village of Tullaghan; around which are *Tynte Lodge*, and several villas. From this point, a distance of eight miles along the coast to Cliffoney, which we noticed in our description of the environs of Sligo, the bleak country, with the numerous cabins which are occupied by a class of peasantry who subsist by fishing and farming, is relieved on the one hand by the bluff and precipitous escarpments of the mountains of Dartree, Benduff, Benwiskwen, and Benbulbin—and on the other, by the bay of Donegal and its mountain boundaries.

Woodville, the residence of Mr. Dickson, lies five miles west of Bundoran, and near the road leading to Sligo; and at two miles north from Bundoran, on the road leading to Manorhamilton through Glenade, is the hamlet and demesne of *Kinlough*, the latter the seat of Mr. Johnston.

The grounds of this demesne stretch along the head of Lough Melvin, and up the northern slopes of the beautiful mountain of Dartree, which, with its bold escarpment, is seen from the handsome mansion of

Kinlough in by far its grandest point of view. *Mount Prospect*, the residence of Mr. Connolly, is two miles from Kinlough, on the southern shores of Lough Melvin.

No. 134.—DUBLIN TO DONEGAL AND KILLYBEGS.

FIRST ROAD, BY BALLYSHANNON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Killybegs.
Dublin,	—	—	176½
Ballyshannon, as in No. 133,	—	145½	31
Ballintra,	6½	152	24½
Donegal,	7	159	17½
Mount Charles,	4	163	13½
Inver,	3½	166½	10
Dunkineely,	4	170½	6
Killybegs,	6	176½	—

The daily cross mail car from Sligo to Derry runs through Ballyshannon and Donegal; and a mail car plies daily between Donegal and Killybegs, in connexion with it, so that both of these remote places are easily reached by well-appointed public conveyances. Leaving Ballyshannon, we pass several villas, and through a beautifully diversified country, and at six and a-half miles, reach the village of Ballintra. About a mile to the right of this is *Brown Hall*, the seat of Mr. Hamilton. Our road now runs through the undulating, fertile, and densely-populated country which lies between the high moorland, and the flat uninteresting shore. At three miles and three-quarters from Ballintra, we reach the small village of Laghy, two miles from which, on the shore, is the island of *St. Ernan's*, the seat of Mr. Hamilton. Winding through the valleys between the beautiful and fertile little hills, we soon descry the spire of the small but improving town of

DONEGAL,
delightfully situated on a small shal-

low inlet running in off the bay of that name, where it receives the waters of the river Esk, and surrounded by beautifully picturesque mountains, which encircle a considerable extent of rich alluvial lands. The exports, though comparatively small, from the nature of the harbour and country around, are on the increase; and the markets are weekly improving. There is a comfortable and well-frequented inn, where post-horses can be obtained; and it is pleasing to observe that the improvements of the town are conducted with due regard to order and convenience. In addition to the neat church, there are chapels for Roman Catholics, Presbyterians, Independents, Methodists, and several schools; and a sessions-house and union workhouse. The remains of the beautiful castle of the O'Donnels, Earls of Tyrconnell, who ruled this entire district, still form a striking feature in the town; as also those of the monastery founded by the same chieftains in the fifteenth century, which stand on the shore a little below it. The numerous softly swelling, verdant hills, which surround this place, and

blend with the very picturesque mountains which again encircle them; the alluvial shores, which, by the ceaseless action of the Atlantic waves, have been cut into every form of little bay, creek, promontory, and islet, and the improved culture around will render this vicinity interesting to every admirer of natural scenery. Under the improvements contemplated by the proprietor, the Earl of Arran, we hope soon to see this delightfully situated town assume that importance to which its localities entitle it. From the summit of the verdant hill which lies between the bay and the town, a good view of the surrounding, and, in an agricultural point of view, improved district is obtained. A considerably well-frequented sulphureous spa adjoins the town, where a neat pump-room and baths have lately been erected. Three miles north-east of the town is *Lough Esk House*, the seat of Mr. Brooke. This demesne is on the shores of Lough Esk, a beautiful sheet of water—in extent about 500 statute acres. It is adorned on its western shores by a considerable extent of fine wood, and partly embosomed by the very picturesque hills which here form the commencement of the great mountain district of the county of Donegal. On a small islet near the southern shores of the lough, are the prostrate ruins of a castle of the O'Donnells. The demesne of *Lough Esk* has capabilities and attractions of no ordinary nature, and presents the greatest inducements to improvement. The gap, or rather glen, of Barnesmore, is seven miles north-east of the town of Donegal—the mail-coach road from Sligo to Derry running through it. It is about three miles in length, and the hills which bound it on either side rise in some places to the height of 1,000 feet. The scenery is wild and remarkably striking. At the eastern end of the gap, is the small and solitary Lough Mourne,

which sends its waters eastward to the Finn at Ballybofey; and at the western entrance are the ruins of a small castle, where it is said Rapin, one of the French Huguenots who accompanied King William, resided, while composing his history.

The mountain scenery from Donegal to the Gap is strikingly varied and picturesque, characters arising from the various geological formations of the district.

From Donegal to Killybegs our road skirts the head of the bays which break the line of coast; and though in many places hilly, is nowhere unfit for carriages. It runs through the romantic upland, and thickly inhabited tract of country lying between the coast and the southern acclivities of the mountains. The country between Donegal and Mount Charles is agreeably varied, presenting many little sea-coves and bays on the one hand, and romantic fertile dells among the craggy hills on the other.

The small town of Mount Charles, which is four miles from Donegal, straggles along the summit of an elevated rocky ridge; and in ascending to it, we pass *The Hall*, a small lodge and demesne belonging to the Marquess of Conyngham, one of the principal proprietors of the district, but which is seldom occupied by any of the family. Beyond *The Hall*, along the shores of the peninsula of Doorin, are *Salt Hill*, and several bathing villas.

Having crossed the ridge on which Mount Charles stands, and passed *Clover Hill* on our left, we reach, at three miles and a half from the former, the hamlet of Inver, giving name to the beautiful bay, at the head of which it lies. There are a small church and neat glebe-house on the shore, and a little above it, on the bank of the Inver river, is *Bonnyglen*. Inver bay, which is the chief seat of the fishery on this coast, is separated on the east from the inlet which runs up to the town

of Donegal by the promontory of Doorin, and on the west from M'Swine's bay by the narrow peninsula of St. John's.

A little beyond it we pass *Kilma-credan*, cross the Bunlaghy stream, and soon reach the small village, church, and glebe-house of Dunkaneely.

As we round the head of M'Swine's bay, we pass on the left, *Bruckless*, Mr. Nesbitt; and the tan-yard, stores, and house of Mr. Cassidy. The latter are situated on an inlet of M'Swine's bay, called Bruckless harbour; and although unimportant in themselves, they form remarkable features in this bleak, wild country. The ruins of M'Swine's castle are situated on the shores; and the mountain stream, called the Corker river, falls into the bay at Bruckless.

In winding along the dreary moorland road which conducts us to Killybegs, we obtain good views of the surrounding hills, and of several of the higher mountain summits. After crossing the Bungosteen stream, which is about three miles from Dunkaneely, and which meets the tide water at *Carricknagore*, and passing the road leading to the small town of Ardara, which lies about eight miles to the north, we meet the head of Killybegs bay, along which we proceed, having a wild, craggy, and broken range of hills on our right. The hills which bound the beautiful bay of Killybegs rise to a considerable elevation, and present, from the numerous small cabins and patches of tillage among the crags, a very striking and picturesque scene. The small town of

KILLYBEGS

is situated on the sheltered lough or bay of the same name, which runs in from M'Swine's bay. Though the harbour is the safest and best on this coast, the town carries on little

trade; and the exports are trifling, which may be attributed to the vast extent of moorland and uncultivated country lying around. In favourable seasons the harbour is a great rendezvous for fishing vessels. The town, however, is improving, both in its trade and houses—the streets are narrow and straggling—and it is to be regretted that the additions to it are conducted without any regard to arrangement or convenience. Killybegs is a place of considerable antiquity, and was possessed in common with the greater part of this side of the county of Donegal by the Earls of Tyrconnell. It was also in latter days a royal borough, and still enjoys extensive liberties. There are a small inn where cars and horses can be hired, a church, chapel, and sessions-house. Six fairs are held in the course of the year for the sale of agricultural produce, and weekly markets every Tuesday.

The western portion of the remote barony of Banagh, which we here notice in connexion with Killybegs, contains, at least, 140 square miles. It is bounded on the south by the bay of Donegal; on the north by the smaller bays of Loughrosbeg and Loughrosmore; on the west by the Atlantic; and on the east, by the cross-road running from Killybegs to Ardara: it is wholly a wild mountain district, with deep intervening valleys, and very thinly inhabited. It contains the Glen-columbkille mountains, one of the principal groups in this highland district, which are wholly unbroken moorland. Two roads traverse this group; they branch off at Kilcar, which is six miles from Killybegs, to Ardara, to Glen-columbkille church, and to Mallinbeg. From their elevation and hilly nature, however, they are ill suited to wheel carriages of any description. The magnificent cliffs which this group embraces, as also the other more

important features are noticed in the following observations.

Killybegs is the point of departure for the tourist who wishes to explore the unnoticed, and almost unknown district lying to the westward, and which is comprehended under the parishes of Glen-columbkille, Kilcar, and Inishkeel. No part of the shores of Ireland exhibits so great a variety of coast scenery, on so grand a scale, as that between this town and Ardara, a distance of forty-six miles, measuring along the shores. Several of the most remarkable points can only be seen by those who are good pedestrians, or by obtaining boats to row round the cliffs. Two days at least are requisite, in order to see this district even in the most rapid and cursory manner. A pony may be hired at Killybegs to go as far as Teelin harbour. Soor after starting, the road comes down upon the picturesque bay of Fintragh. Six miles from Killybegs are the village and church of Kilcar, the road all the way exhibiting wild mountain views; a mile and a-half further on lies the harbour of Teelin, the descent to which is very striking. Here the pony must be left, and a boat obtained to row across to the coast-guard station. The little bay of Teelin is about a mile and a-half long, and very narrow, but more picturesque and wilder than Killybegs. The small village is situated near the head of the bay, but the coast-guard station near the entrance from this point. A walk of two miles brings the tourist along the most beautiful rocks and cliffs (in one spot nearly 600 feet high) to Carrigan head, which is 745 feet. Here the magnificent range of Slieve League precipices may be said to begin, which attain an altitude of 1,964 feet, and then extend to Teelin head, altogether about six miles. Some idea of the grandeur of this range may be formed,

when it is stated that the termination at the southern end, Carrigan head, from which point the ground rises for two miles and a-half to the summit of Slieve League, is a strictly vertical or mural cliff, 765 feet high, or about 100 feet more than the cliffs of Moher. Slieve League, like its great rival in Achill Island, is a precipitous rocky mountain, rising from the water at the same angle, namely, 45 degrees; it is, perhaps, the more striking of the two, and is a stupendous object. Before reaching the highest point a ridge must be crossed, called the One Man's Pass, which is a mere edge: the sloping to the sea on one side is near 2,000 feet, at an angle which looks almost perpendicular; and on the other, down into a valley, at an inclination scarcely less steep. The view from the summit is of course most extensive. There are some curious cliffs between this and Teelin head, near which point is the poor village of Malin-beg. Rathlin O'Birne Islands lie about a mile from the shore. Two miles lead to the village of Malin-more, and two more to Glen-columbkille, where there are a church and chapel. There are one or two substantial farmers between these two places, where a night's lodging could be obtained; but a letter of introduction to the resident clergyman, or some one living near Glen-columbkille, would, of course, be preferable. This sequestered spot is situated near the mouth of a wild valley, bounded by dreary and rugged mountains. A mile to the west is the small but most romantic Glen Bay, bounded on the south by the cliffs of Rossan, 460 feet high, and to the north, by Glen head, a magnificent towering cliff, 750 feet in height. From hence to Maghera, in Loughros-beg bay, about eleven miles, the most wonderful cliff scenery perhaps in Ireland is traversed. The Glen head cliffs end at

a very picturesque little bay, at the mouth of a wild valley, about two and a-half miles north from Glen-columbkille, where there are several curious detached rocks. Another range now commences, where the cliffs reach 820 feet. Toralaydan and Tormore islands form very remarkable objects from it: they are about a mile asunder, and are mere rocks, but on a gigantic scale—the former being 350 feet high, the latter much more lofty, and by estimation 500 feet—presenting sheer cliffs on all sides. The coast, two miles beyond the commencement of the last range of cliffs, falls to the level of the sea at the mouth of another wild valley: next comes the range of Glenlough and Slieve Altooley, two mountains of 1,513 and 1,684 feet high, forming part of Glen-columbkille—the lower portion between 900 and 1,000 feet high, being a line of the steepest and most magnificent cliffs; and the upper part a range of rocky ridges, topped by a beautiful outline.—Another descent is made, and a

fresh range has to be surmounted, reaching 590 feet. This is the commencement of the curious bay of Loughros-beg, which is five miles long, and one broad—the three upper miles are quite dry at low water: the north coast is nearly flat—while on the south side a range of beautiful mountains rise abruptly from the water in rocky slopes and precipices. The wretched village of Maghera is about three miles beyond the point where the cliffs end. It lies at the mouth of a beautiful wild glen, bounded by very steep rocky mountains, among which is the small lough, Nalugh-raman. Hence to Ardara is five miles, where there is a small inn, at which accommodation can be obtained: here the tourist may hire a car, and return to Donegal, or proceed by Glenties to Dunfanaghy or Stranorlar. The romantically-situated town of Ardara, and the picturesque country around it, will be noticed in connexion with the road from Dublin to Narin.

No. 135.—DUBLIN TO DONEGAL AND KILLYBEGS.

SECOND ROAD, BY ENNISKILLEN AND PETTIGOE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Killybegs.
Dublin,	—	—	172½
Enniskillen, as in No. 117,	—	118	54½
Lowtherstown,	10	128	44½
Kesh,	5½	133½	39
Pettigoe,	5	138½	34
Donegal,	16½	155	17½
Mount Charles,	4	159	13½
Inver,	3½	162½	10
Dunkineely,	4	166½	6
Killybegs,	6	172½	—

On the arrival of the Dublin mail at Enniskillen, a mail-car, carrying passengers, is despatched to Pettigoe, where cars can be hired. This

road is not so interesting, so far as regards Lough Erne, as No. 133; but, as it keeps the opposite shores of Lough Erne, it not only

varies the scenery, but affords the traveller an opportunity of seeing the prettily undulated country lying along that side of the lake.

From Enniskillen to Kesh there are two roads—one the road given in the table; the other branching off at three miles from Enniskillen, and leading by the demesnes of *Rossfad*, *Rockfield*, and *Castle Archdall*. The road given in the table is that generally travelled; it is more level than the lake road, though by no means so interesting to the tourist; and at Lowtherstown there is a small inn, where cars can be hired. It, however, keeps more inland, and affords no views of the lake.

At three miles from Enniskillen we reach the point where the above roads branch off, and in proceeding by the Lowtherstown line, at four miles, we pass the villa of *Crocknacreeve*, on our right; at five miles, on our left, *Riversdale*, Mr. Archdall; at eight miles, *Necarn Castle*, the fine seat of Mr. D'Arcy, the plantations of which extend to

LOWTHERSTOWN,

consisting principally of one street, and containing a small inn, where cars can be hired, a church, Methodist meeting-house, and union work-house.

At five miles from Enniskillen we cross the Bellanamallard river, on which are extensive flour mills. At a mile to the north of that point, on the road leading from Enniskillen to Omagh, is *Crocknacreeve*; at two and a-half, the village, church, and Methodist meeting-house of Bellanamallard; at four, *Jamestown*, the seat of Mr. Lendrum; near which are the church and glebe of Kils Kerry; at five, *Relagh*; and at six miles, the small town of Trillick, which contains a church and two Methodist meeting-houses. Within a mile of the town are *Trillick Cottage* and the ruins of *Trillick Castle*. Along the whole of this road, the country, as

throughout this district, is diversified by softly-swelling hills.

From Lowtherstown to Kesh the country exhibits that beautifully diversified hilly surface which is common to the greater part of the county of Fermanagh; and like it is cut up into small and imperfectly tilled farms. The hedgerows, the varied surface, and the romantically situated, though generally inferior farm-houses, impart, despite of the wretched husbandry, a pleasing and very rural character.

The village of Kesh is watered by a small river bearing its name, which carries down to Lough Erne the contribution of numerous rivulets from Tappaghan and the neighbouring hills. The village contains a constabulary and revenue police barracks, and is surrounded by a pleasingly diversified and interesting country. The hill of Tappaghan is about eight miles north from Kesh, its altitude is 1,110 feet, and it is the highest summit in the hilly country lying between Kesh and Omagh. About three miles east from Kesh, on the bank of the river, are the village and house of *Ederney*—the latter the seat of Mr. West. Around Ederney, and onwards through the county of Tyrone, towards Drumquin and Castlederg, the country is wild, romantic, and hilly, and generally the soil, which is of an inferior quality, wretchedly cultivated.

In proceeding by the lake road, from Enniskillen to this point, at two miles from the cross-roads and five from Enniskillen, we pass on the left *St. Angelo*, and on the right, *Riversdale*, Mr. Archdall. At six miles from Enniskillen we reach *Rossfad*, the seat of Mr. Richardson, whence in common with all the more prominent points on Lough Erne, there are beautiful views of that sheet of water, its islands and shores. At seven miles we pass *Rockfield*, the seat of Mr. Irvine; and at eight, *Doraville*.

About eleven miles from Enniskillen, we reach the small village of Lisnarrick, adjoining which is *Castle Archdall*, the fine seat of Mr. Archdall. This, from its elevation and extent of wood, is the most conspicuous demesne on the shores of Lower Lough Erne; and from the summit of the hill, which is crowned by the spacious mansion, a comprehensive view is obtained of this splendid lake. There are no parts of Lough Erne more beautiful than those opposite to *Castle Archdall*. Besides it has the advantage of the fine mountain range, which forms the boundary of the opposite shores.

It was in sauntering along these shores, that Mr. Inglis, who was a very accurate observer, says, "I shall not easily forget, nor would I ever wish to forget the delightful hours I one day spent on the shores of this more than Winandermere of Ireland. It was a day of uncommon beauty; the islands seemed to be floating on a crystal sea; the wooded promontories threw their shadows half across the still bays; and the fair slopes and lawny knolls stood greenly out from among the dark sylvan scenery that intervened." If we except the wooded promontories, which are true as regard *Castle Archdall*, *Castle Caldwell*, *Ely Lodge*, *Rossfad*, &c., this is an accurate description, under similar circumstances, of the greater part of the more elevated points along either shores of the lake.

Proceeding from Kesh through an agreeably diversified and highly romantic country, and passing, at three miles, *Clonelly*, the residence of Mr. Barton, on our right, we soon reach the small town of

PETTIGOE,

situated on the Tarmon river, which, like the Kesh stream, conveys the contents of the numerous rills issuing from the dreary moorland hills on the north to Lough Erne. The

town is within a mile of that part of Lough Erne which encircles *Boa* island, the largest and most important of Lough Erne's numerous isles. The island, which comes within a quarter of a mile of the shore, is fertile, and might be, under a different management, beautifully verdant. It contains, as we have observed in our general description of the lake in No. 117, 1,300 statute acres. Though destitute of timber, and greatly disfigured by bad fences, it is, from its extent, shape, and the vast tract of water which surrounds it, a fine feature, particularly as seen from the wooded shores skirting the beautifully situated glebe of *Templecarn*, or of *Waterfoot*, the seat of Colonel Barton, to whom the island belongs. On the glebe lands are the ruins of a castle, said to have been the residence of the first bishop of Clogher. Pettigoe is romantically situated, and, as regards its localities, well circumstanced for the tourist who wishes to see Lower Lough Erne, Lough Derg, and the wild, desolate country lying northward. The little town is improving; and under encouragement, on the part of the proprietor, we hope soon to see a comfortable inn and good post-horses. At present, however, cars can be hired at the more respectable public houses, where travellers occasionally stop. It contains a church, R. C. chapel, and Methodist meeting-house.

Lough Derg, by far the most celebrated place of pilgrimage in Ireland, lies three and a-half miles north-west from Pettigoe, and is bounded by a vast and dreary tract of moorland hills, which stretch on the north-east to the fertile valley of the Finn, and connect with the bleak hills of Tyrone lying around the more northerly parts of Fermanagh. On the north and west these hills join the mountain district which pervades the greater part of the county of Donegal, and here

springing from the heathy wastes around Lough Derg, reach to the sea. The hills around this dreary lough are not of great elevation; they range in their altitude from 700 to 1,200 feet. They are not precipitous, but rise gently from the water's edge. Geologically considered, they also form in this direction the commencement of that vast micaceous district which occupies so large a portion of the counties of Donegal, Londonderry, and Tyrone.

Lough Derg covers 2,140 statute acres; its shores are wild and dreary; and its principal islets are Inishgoosk, Saint's island, and Station island, or St. Patrick's Purgatory; even these are very small; and the remainder, which serve to break and vary the surface of its dark waters, are, with few exceptions, mere groups of rock. On Saint's island are the remnants of a priory. This island, in remote ages, was the resort of pilgrims, and contained the original Patrick's Purgatory. The place of penance is now, and has been for several centuries on Station island, which is within half a mile of the south-east shores of the lake; it is less than an acre in extent, and contains, in addition to two small chapels, one of which is appropriated to the penitents, a house for the officiating priests, and a few cabins. In spite of the prohibitory edicts of several of the popes and orders of the Irish privy council in former days for its suppression, it has maintained its celebrity; and the numbers who still annually flock

hither to expiate their offences, from the 1st of June to the 15th of August, are variously stated at from ten to fifteen thousand.

The road from Pettigoe to Lough Derg, for the last two miles, is unfit for carriages of any sort. From the high grounds we travel over in approaching it we command the lough, with its tiny islets, and a great extent of the wild and desolate surrounding country. The hills which environ it are barren and heathy, and possess neither form nor height to produce a very striking effect—desolation reigns around. There is hardly a green spot on which the eye can rest, or a comfortable house to cheer the scene. The waters which issue from Lough Derg are conveyed by the stream bearing its name to the Strule river, which it joins on the high road between Newtown Stewart and Strabane, No. 132. It enters the county of Tyrone on leaving the lake, and receives in its progress the Glendergan and Mourne, and many other mountain streams, and waters the small town of Castlederg.

The road from Pettigoe to Donegal lies for nine miles through a wild, flat, dreary tract of moorland, along which an excellent road has been lately carried, and a considerable extent of moorland reclaimed. This road enters the county of Donegal on leaving Pettigoe, and joins the preceding road, No. 134, at the village of Laghy, which is about four miles from the town of Donegal.

No. 136.—DUBLIN TO DUNFANAGHY.

FIRST ROAD, BY STRABANE, LETTERKENNY, KILMACRENAN, AND
CREESLOUGH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunfa- naghy.
Dublin,	—	—	179
Strabane, by Rail, as in No. 132,	—	138½	40½
Letterkenny, by Road,	17	155½	23½
Kilmacrenan,	6½	162	17
Creelough,	11	173	6
Dunfanaghy,	6	179	—

A well-appointed two-horse mail car, carrying passengers, runs daily from Strabane to Letterkenny, and thence a one-horse car to Dunfanaghy; and at Letterkenny, as well as Strabane, post-horses and conveyances can be hired.

In No. 132, the towns of Strabane and Lifford, with their interesting vicinages, have been generally noticed. Half a mile from Strabane we reach the bridge thrown across the confluence of the Mourne and Finn, where their united streams meet, and fall into the estuary of the Foyle.

From Lifford to Letterkenny our road runs through one of the finest parts of the county of Donegal. The country is more open, the farms are larger and better cultivated, the surface is disposed in more gradual, more beautiful, and better marked undulations than the parts of Tyrone we have just travelled through. The road now generally travelled to Letterkenny leaves Raphoe a little to the left.

The beautifully situated, small town of Raphoe is six and a-half miles north-west from Strabane. From its ecclesiastical history it appears to owe its origin to St. Columb, who founded a monastery here, and also to have been long a diocesan seat. The cathedral was

built by St. Eunan, in the eleventh century. As regards the Established Church, however, it is no longer the seat of a bishop, the see having been united to Derry in 1835. The cathedral is a plain old building, and the palace of the former bishops stands in a handsome park adjoining. The deanery is a short distance from the town.

Raphoe, which chiefly consists of three small streets, is well built and respectably inhabited. In addition to the church, it contains two Presbyterian meeting-houses, and a small inn where a car can be hired. At the fairs and markets a good deal of agricultural produce is disposed of. The country around is fertile, the surface agreeably varied and well cultivated. About three miles south-west from Raphoe is *Greenhills*, Mr. Fenwick; and three miles to the west is the village of *Convoy*, adjoining which is *Convoy*, the seat of Mr. Montgomery. The country around Raphoe is considerably diversified, and the demesne of *Convoy* is watered by the Deelee streamlet.

On our way to Letterkenny we leave, at a mile to the left, on the road leading to Raphoe, the hamlet of *Ballindrait*, through which the Deelee river, in its progress to the Foyle, flows. Adjoining *Ballin-*

drait is *Cavanacor*; and at six miles from Strabane we meet the road branching to Raphoe, by which the mail bags are sent, and by which travellers by the car generally proceed; and, at eleven miles, the road branching off to the village of Manor Cunningham—the latter romantically situated on the high and beautifully broken grounds which stretch eastward to Derry; and the church and meeting-houses, grouping with the cottages, produce a very picturesque effect.

As we proceed, we command, from the higher parts of the road, a good view of a part of Lough Swilly, of the numerous seats which adorn its northern banks, and the magnificent assemblage of mountains which, rising summit over summit, cover the northerly parts of Donegal, from Bloody Foreland to Inishowen head. Crossing the valley of the Swilly, and the river Swilly also, at four miles from the branch road leading to Manor Cunningham, by the Port bridge, being the point at which the navigation of the estuary of that river ceases, we reach

LETTERKENNY,

the second town, in point of population, in the county of Donegal, consisting principally of one long, straggling street, but, unfortunately for its trade, situated on the sides of a steep hill, nearly a mile from the Port.

The little harbour called the Port is at the head of the estuary of the Swilly, up to which vessels of 150 tons burden sail, and by which, considering the remote situation, a considerable export trade is carried on. The town—the only one in this part of Donegal having any good shops—supplies the more northerly parts of this mountainous country. It contains a church, chapel, and three Presbyterian meeting-houses; a sessions-house, hospital, union workhouse, and a com-

fortable inn, where good cars and post-horses can be hired.

The country around Letterkenny is highly romantic; the cultivated hills which bound the beautiful valley in which it is situated rise to a considerable elevation, and are greatly diversified by culture, moorland slopes, woods, craggy knolls, and rocky precipices. The valley of the Swilly terminates at *Foxhall*, about four miles above the town, and above that point it assumes more the character of the glen; and this character it maintains for five miles above *Foxhall*, exhibiting in many places very picturesque scenery.

From the rising grounds around the town good views are obtained of the upper end of Lough Swilly, of the rich valley above and below the town, and of the hills which limit it. Adjoining the town, on the west, is *Ballymacool*, the beautifully situated demesne of Mr. Boyd; opposite to which, on the right bank of the Swilly, is *Rockhill*, the highly improved seat of Mr. Stewart. A little beyond *Ballymacool* is *Glen-doon*, the glebe-house of the rector of Letterkenny; and at four and a-half miles from the town, *Foxhall*, the romantically situated residence of Mr. Chambers. The natural woods near *Foxhall*, the hills around, and the rocky woodlands of the glebe, which stretch along the partially cultivated sides of the hills for a considerable extent, add much to the appearance of *Foxhall* and of this very romantic part of Glen Swilly.

Close on the east of Letterkenny, in the beautifully diversified grounds which stretch along the slopes of the hills, are *Gortlee* and *Kiltoy*; and at two miles, on the fertile and beautifully-sloping lands which form the northern banks of Lough Swilly, are *Barn Hill*, and *Oak Park*, the latter the residence of Mr. Wray; at three miles *Castle Wray*, the residence of Mr. Mansfield; adjoining which is *Castle*

Grove, the seat of Mrs. Brooke. At seven miles are the ruins of Killydonnell Abbey, close to which is *Fort Stewart*, the seat of Sir James Stewart, Bart. The above seats, stretching along the northern banks of the upper end of Lough Swilly, enjoy a fine southern aspect, and add much to the beauty of its shores.

The upper end of Lough Swilly, which is seen in connexion with the above seats, is about eight miles in length, its average breadth about a mile and a-half; and though its shores are tame, they exhibit, in the fertile grounds which rise to a considerable elevation above the waters of the lough, a good deal of natural beauty. As yet, however, the southern shores owe but little to rural improvement.

In proceeding from Letterkenny to Kilmacrenan, our road crosses a hilly ridge which affords a good view of the town, and generally of the rich and highly-diversified country lying around it; and in descending to Kilmacrenan we also obtain an interesting view of the valley in which Kilmacrenan is situated, and which valley may be said to extend from Lough Beagh north to Rathmelton, a distance of ten miles. Its breadth is variable. It is bounded on the south by the ridge of hills our road here crosses, which hold a course parallel to the valley, and on the north by the rugged acclivities forming the frontier hills to the more elevated and more northerly mountain ranges. The surface of this valley is highly diversified, exhibiting a singular mixture of rock, bog, marsh, rich pasture, and arable lands, in constantly-recurring alternations. This valley is watered by the Leannan, the river which carries down all the various mountain streams, as well as the overflowings of Lough Beagh North and Lough Fern, to the tide water at Rathmelton.

The village of Kilmacrenan was

formerly a place of some importance; and it is stated that St. Columb founded an abbey here, which was richly endowed; and that one of the O'Donnells, chiefs of Tyrconnell, also founded a monastery for Franciscans, of which some of the ruins can still be traced. The village, which is romantically situated, and watered by the Leannan, contains a church, chapel, meeting-house, and glebe.

The new road, to avoid the steep ascent to Lough Salt, keeps along the western base of Lough Salt mountain, and passes through the wild and picturesque gap of Barnes, the most rugged, sterile pass in the north of the kingdom. It is about three miles in length, is in many places very narrow, and exhibits vast masses of quartz and granite rocks heaved up and strewn about in the wildest disorder. This stupendous upheaving of dissevered rocks is not confined to the lower parts of the pass; high up and all along the savage sides of the mountain ravines the same character prevails, the same appearance of immense blocks confusedly hurled together is manifest.

On clearing this very striking pass we cross the Owencarrow river, leaving Glenlough to the right, pass through a rugged tract of granite moorland, and soon reach the small town of

CREESLOUGH,

which is situated on the summit of a gently elevated ridge, and contains a revenue police barrack, a few good houses, and where, also, considerable cattle fairs are held. At Creeslough the roads from Letterkenny by Lough Salt and by Church-hill meet. The village of Glen, through which the road by Lough Salt runs, is three miles and a-half east from Creeslough; it is situated at the northern end of Glenlough, a pretty sheet of water, about two miles long by half a mile

in breadth, which is supplied by the Owencarrow river. At three and a-half miles from Glen is the church and wretched village of Carrickart; and a mile north from Carrickart, on the edge of the long chain of dreary sand-hills which lie between Sheephaven and Mulroy bays, are the ruins of *Rosepenna House*. The above sand-hills occupy a space of about four miles in length by three-quarters of a mile in breadth, and are among the largest chain of dunes to be met with on this line of coast. From the adjacent heights, and from the opposite shores of Sheephaven bay, they present a very arid and sterile aspect. From Carrickart a road extends past the ruins of *Rosepenna House* to the singularly-formed headland lying between the mouths of Sheephaven and Mulroy bays. This part of the coast is cultivated, and the shores are bold, rocky, and broken into innumerable little coves, creeks, and promontories. On the shores of the headland are the hamlets of Doagh and Gortnalughoge.

The road from Creeslough to Glen, and thence to Carrickart, is hilly and in general rough, and in bad order. The hills on either side are very rugged and sterile; but exhibit in many places very wild, picturesque scenery. Glenlough and its shores are also wild, and not devoid of interest, but a very bleak tract of moorland lies between Glen and Creeslough.

Our road from Creeslough to Dunfanaghy keeps within a short distance of the eastern base of Muckish; and from it, but still better from the higher summits adjacent, very striking views are obtained of that fine mountain, and of the little plains, valleys, and hills lying around it. The eastern end of the long valley which winds from the head of Sheephaven, at *Doo Castle*, to the Atlantic at Gweedore bay, and which is bounded on the

north by Dooish, Muckish, and Errigal, and on the south by lower but parallel ridges of mountains, to which we have already, and will again have occasion to refer, can also be readily traced; and several romantic scenes are presented on either hand a little beyond Creeslough.

A mile and a-half north-east from Creeslough, on the shores of Sheephaven bay, is *Doe Castle*, originally one of the castles of the M'Swines, the ancient chieftains of this district. In the additions to this structure, which is still occupied as a residence, the ancient castellated appearance has been preserved; and on the embattled walls of the yard, or bawn, as it was formerly called, there are several pieces of small cannon.

Though there are no trees around the castle, or on the grounds immediately in connexion with it, yet there is a considerable extent of well-grown wood on the banks of the river, which falls into Sheephaven bay, a little to the north of the castle.

As we proceed to Dunfanaghy, we pass, at about a mile and a-half from Creeslough, the parish chapel, and the road leading to *Ards*, the beautiful seat of Mr. Stewart. The house is a commodious modern structure; and the demesne, which is well wooded, occupies a peninsula of two miles in length, which is formed by the inlets of Sheephaven, and commands fine views of the bay and of the mountain ranges, in which Muckish is conspicuous.

We pass near the road the Presbyterian meeting-house and church, and at about a mile to the right, close on the shores of Sheephaven, *Marble Hill*. A mile and a quarter from Dunfanaghy we pass, on the left, the small but beautiful Lough Sessiagh, which is backed by a lofty range of hills rising boldly from the water's edge.

DUNFANAGHY

is situated on the shores of that small inlet of Sheephaven which almost isolates the peninsula of Horn Head, and affords shelter for the largest ships. It is the headquarters for the coast-guard of the district; and, although it contains only a few inhabitants, is the chief town in this remote part of the country, and the place where the fairs and weekly markets are held. It contains a comfortable inn, several shops, and the union workhouse. The town carries on a little trade in the import of coal, iron, timber, &c., and in the exports of corn and other agricultural produce.

The peninsula of Horn Head, which adjoins Dunfanaghy, is of a circular form, and about three miles in diameter; its summit rises 833 feet above the level of the sea; its surface, which is greatly diversified, presents a variety of heathy moorland, rocky pasture, and drifted sand; the latter, adjoining the mainland, forms a rabbit warren of about two miles in length by one in breadth. Cultivation has made some progress, and roads are carried to some extent, but they do not sufficiently penetrate the district, as in winter the remote parts are difficult of access. The magnificent cliffs which form the principal feature of this remarkable peninsula, occupy about seven miles of the shores, and vary in their height from 200 to 705 feet—the highest cliffs being at the Head or Horn, as it is locally called, where there are the remains of a fortification. The whole range of the cliffs is easy of access, the surface being generally smooth to the very edge of the rocks. The cliffs of Horn Head are, in comparison with others, but little known; they are extremely interesting, and will bear a comparison with any part of the cliff scenery on the northern coast.

They appear to the greatest advantage from the water: the view which opens upon the tourist, in rounding the point where the highest cliffs commence, is quite grand. This, however, can only be accomplished in fine, calm weather. During the spring and early summer months, as is usual in similar places, vast numbers of sea-birds congregate and breed along the whole range of the cliffs.

On the western side of the peninsula, about two miles from Dunfanaghy, is M'Swine's Gun, a remarkable perforation which the waves have made in the rocks. At this point the cliffs are low, and at incoming tides, and particularly when impelled by the westerly winds, the sea rushes with great force into a low cavern, and is thence forced for a considerable height up a narrow vertical aperture. The view down the aperture, of the agitated waters boiling and foaming, is very grand, as are also the broken waves at the mouth of the low vaulted cavern.

Horn Head House, the residence of Mr. Stewart, and the proprietor of the peninsula of Horn Head, is within a mile of the town.

From various parts around the town of Dunfanaghy, but particularly from the more elevated parts of the peninsula of Horn Head, extensive views are obtained of the magnificent range of mountains skirting the coast; of one chain, commencing with the ridge of Muckish and ending with the cone of Errigal; of the hilly, rugged tract at their base, and of the arable lands lying along the shore. Of the latter lands a considerable tract is passed through in travelling westward from Dunfanaghy to the small town of Falcarragh, which, with the country in connexion with it, is noticed in No. 140.

We may here observe, that in addition to the prospects already noticed from the more elevated

parts of Horn Head, the tourist commands, on the west, views of Tory island, and the smaller isles of Inishbeg, Inishdoey, and Inishbofin, which lie between it and the shore, and which are noticed in connexion with Falcarragh, of the whole line of coast from Dunfanaghy to Bloody Foreland; and on the east, of the very rugged chain of mountains extending from Creeslough to Mulroy bay, of the greater part of the district locally known as Fanad, and of the mountains along the shores of Lough Swilly.

We may here notice Tory island, containing seventy families, which is north-west about three leagues from Dunfanaghy. It is about two and a-half miles in length and one in breadth, comprising about 785 acres, chiefly mountain and rock. The northern side presents a range of cliffs from 100 to 300 feet high; the land slopes down to the southern shore, which is flat. The cliffs

present the appearance from the mainland of walls and towers, and are very singular and picturesque—so much so as to be well worth a visit in fine weather. The inhabitants support themselves by tillage and fishing. On the north point of the island is a light-house, erected in 1832; the lantern is elevated 122 feet above the level of the sea at high water. The ruins of a round tower, some crosses, and several ecclesiastical buildings, said to have been seven churches, exist; also an old building, called by the inhabitants Balla's Castle. On the east side of the island there is shelter for vessels in eighteen fathoms of water within half a mile of the shore. In August, 1826, a severe storm visited the island from the north-west, which drove the sea in immense waves over it; all the crops were destroyed, and the springs filled up. The inhabitants were, in consequence, reduced to a state of great destitution.

No. 137.—DUBLIN TO DUNFANAGHY.

SECOND ROAD, BY LETTERKENNY, KILMACRENAN, AND LOUGH SALT.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunfanaghy
Dublin,	—	—	179½
Letterkenny, as in No. 136,	—	155½	23½
Kilmacrenan,	6½	162½	17
Lough Salt,	4	166½	13
Glen,	3½	169½	9½
Creeslough,	3½	178½	6
Dunfanaghy,	6	179½	—

Since the new road to Dunfanaghy from Kilmacrenan, No. 136, was made, this line is seldom travelled. To tourists, however, who have travelled the new line, by the Gap of Barnes, or mean to return that way, Lough Salt, and the views connected with it, will be interesting, and amply repay them for the

increased distance and the additional toil necessary to the ascent. To effect this a car must be hired, either at Dunfanaghy or Letterkenny.

In ascending to Lough Salt, a good view is obtained of the country lying around Kilmacrenan, and generally of this division of the

county of Donegal, and particularly of the fertile and diversified tract lying between it and the towns of Rathmelton and Milford.

Lough Salt is about four miles north from Kilmacrenan, and is remarkable for its depth, which is 204 feet, and the elevation of its surface 815 feet above the level of the sea. The little sheet of water, three quarters of a mile in length by a quarter of a mile in breadth, is encompassed with mountains, and the character of the scenery is very wild and lonely.

From Lough Salt mountain, which rises from the shores of the lake to a height of 726 feet, an extensive prospect of sea, country, coast, and of the bays which send

their arms far into the land is obtained; and in descending to the village of Glen we command the bays of Sheephaven and Mulroy, and their dreary sandy coasts.

Glen and its vicinity we have noticed in the preceding road, No. 136; and in proceeding to Creeslough, which is three miles and a-half distant from Glen, and where our present line joins No. 136, and thence proceeds to Dunfanaghy, we pass the northern end of Glenlough, a fine sheet of water, cross a dreary tract of granite moor, and pass for a short distance near the wooded banks of the beautiful stream which is crossed at Duntally bridge.

No. 138.—DUBLIN TO DUNFANAGHY.

THIRD ROAD, BY LETTERKENNY AND LOUGH BEAGH SOUTH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunfanaghy.
Dublin,	—	—	180½
Letterkenny, as in No. 136,	—	155½	25
Foxhall,	5	160½	20
Lough Beagh South,	5	165½	15
Glen Beagh Cross-roads,	3½	169½	11½
Creeslough,	5½	174½	6
Dunfanaghy,	6	180½	—

Since the formation of the road from Kilmacrenan, through Barnes' Gap to Creeslough, very few travel this road to Dunfanaghy; and we beg to remind the traveller, that by this line he will require to hire a conveyance at Letterkenny for the whole journey.

From *Foxhall*, the point up to which we have described the country in connexion with Letterkenny, No. 136, the country gradually assumes a wilder, more romantic, and more hilly character. At nine miles from Letterkenny we pass the village of Church-hill, and near it

the beautiful Lough Beagh South, on the shores of which is the delightfully-situated demesne of *Lough Beagh*, Mr. Stewart. This little lough, also called Gartan, which fills one of the numerous glens that diversify this part of the country, is about three miles and a quarter long, and bounded on the north-west by the Glendowan mountains, which lie between Loughs Beagh north and south, and attain an elevation of 1,456 feet.

The country is singularly, and at the same time beautifully romantic, on the east and south sides of the

lough, and there are few prettier spots than that which is watered by the Lough Beagh river, just as it escapes from the lough.

On crossing the Lough Beagh stream, which falls into the Lennan river, two miles below the bridge, and passing the glebe-house of Gartan, which is prettily situated on the neck of land between Loughs Beagh and Akibbon, we pursue our way through the little straths and valleys which intersect this rocky and picturesque mountain country.

Four miles and a-half from Lough Beagh South, we pass, at about a mile to the left, Glenbeagh, which contains the lovely Lough Beagh North, one of the most interesting of all the Donegal lakes. It is three and a-half miles in length, and

about half a mile in breadth, occupying the glen at the base of the Dooish mountain, which rises boldly 2,000 feet above the surface of its deep and lonely waters—Lough Beagh North being 149 feet above the sea. Its southern banks are adorned by the beautiful natural woods of Mullangore; the summits of Glendowan rise high to the west, and all around is wild, grand, and impressive. Near the centre of the Glen is Lough Beagh cottage, Mr. Foster.

At about two miles from the road leading to Lough Beagh we cross the Owencarrow, the stream which carries the waters of Lough Beagh North to Glenlough, and at five miles the village of Creeslough, where we join the preceding roads to Dunfanaghy.

No. 139.—DUBLIN TO BUNBEG AND GWEEDORE.

BY LETTERKENNY AND DUNLEWY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Gweedore.
Dublin,	—	—	189
Kilmacrenan, as in No. 136,	—	162	27
Glenbeagh Cross-roads,	5½	167½	21½
Glenbeagh Bridge,	2½	170	19
Calabber Bridge,	2½	172½	16½
Dunlewy,	7	179½	9½
Money more,	1	180½	8½
Gweedore Hotel,	8	183½	5½
Claudy Bridge,	4	187½	1½
Bunbeg and Gweedore,	1½	189	—

The Gweedore hotel, built by Lord George Hill, solely with a view to the accommodation of tourists, where cars can be hired, guides and ponies procured, will greatly facilitate a knowledge of, and intercourse with, this remote district. His lordship, who purchased a large mountain tract in this district, locally known as Cloghaneely, chiefly with a view to its improvement, and to ameliorate the condi-

tion of its inhabitants, has also built a large store at Bunbeg, at about five miles from the inn, on the shores of Gweedore bay, where the inhabitants are supplied with all necessaries at a fair rate; and their corn and other produce purchased at the current prices.

At Bunbeg he also erected a small church, school, large mill, several houses, &c.

Though cars can generally be

hired at Kilmacrenan, we recommend the traveller to secure a conveyance for the journey at Letterkenny.

We branch off the road to Letterkenny from Dunfanaghy, at a mile from Kilmacrenan, and proceeding through an elevated tract, which is principally composed of unbroken moorland, at five and a-half miles from Kilmacrenan, meet the road leading from Letterkenny to Dunfanaghy, by *Forhall*, No. 138; at eight cross the Owencarrow river at Glenbeagh bridge, and which is near the foot of Lough Beagh North, also noticed in 138.

At two miles from Glenbeagh bridge, we reach Calabber bridge, and thence proceed along the new road by Dunlewy to the sea, passing through an interesting and reclaimable valley, which is bounded on the south by the mountain of Dooish and the hills attached to it; and on the north by Errigal and the mountain group, of which it is the axis.

Dunlewy House is situated near a small lough of that name, which connects with the larger Lough Nacung. The two are about four miles long and a third of a mile broad, and form the source of the Claudy; they stretch along the southern base of Errigal, and add much to the splendid scenery around that fine mountain. Errigal, which is the great feature of the district, and the highest mountain in Donegal, raises its conoidal summit to the height of 2,462 feet. The ascent to it is easy by commencing about a mile to the eastward, where the sides of the mountain gently blend with the high adjoining moorlands.

From the summit of Errigal, which is very narrow, under favourable circumstances, a magnificent view is obtained of a great part of the mountainous district of Donegal and of a long range of coast. The valley through which our present road runs is seen in all its length and windings, as well as the moun-

tain chains by which it is bounded. The pretty Lough Nacung lies sparkling below, and farther to the east are the serrated tops and rugged steepes of Dooish, which bound the lovely Lough Beagh North. In the south are seen many of the towering summits which diversify the dreary wastes of Boylagh and Bannagh; and on the west the Rosses, and the comparatively flat coast extending northerly, studded with little loughs and deeply indented with the sea bays, which send their arms far into the land, and form great impediments to the lines of communication, together with all the islets lying between Aranmore and Horn Head. The mountains to the south of Dunlewy are bold and rocky. Slieve Snaght West, their highest point, attains an elevation of 2,232 feet.

Should time permit, the tourist will be repaid by walking about two miles along the glen towards the north-east. The scenery is very wild and picturesque. From the hamlet of Moneymore a road runs through the glen which lies along the western side of Errigal to Falcarragh and the country along the coast, passing Upper and Lower Beltany and Cashel glebe-house, and which in its progress displays some interesting mountain and marine scenery. This glen, which towards its lower end is very beautiful, contains some of the best land in this locality. By this road Tullagobegly church, which is on the shores of Ballyness bay, is only nine miles from Dunlewy.

From the hamlet of Moneymore, which is situated at the base of Errigal, and which consists of a few cabins and a public-house, the traveller keeps along the north side of Lough Nacung to the Gweedore hotel, which though small has been comfortably fitted up. It is pleasantly situated about midway between Dunlewy and the sea, near the lower end of Lough

Nacung, and enjoys some of the finer portions of the mountain scenery which we have just noticed.

Save the few acres of reclaimed land about the hotel, and the detached patches in the valleys and along the beds of the streams, all around is more or less covered with peat, and consists either of heathy pastures, over which cattle roam, or of deep unprofitable bog. In a scenic point of view, there is much to admire, and from the roads lately made, the means of improvement are so far given, and the objects of the tourist greatly facilitated.

Proceeding along the right bank of the Claudy, the river which carries down the overflowing waters of Lough Nacung and several smaller lakes to the sea, we soon reach the Gweedore, or, as it is now called, Bunbeg, with its church, school, provision store, corn mill, police and coast-guard barrack, &c. It occupies a sheltered nook at the head of the pretty bay, up to which trading vessels of 200 tons burthen can sail. Like all the inlets in this part of the country, Gweedore bay is filled with sand. The shores, however, are finely diversified, and the island of Gola, with the adjacent isleta, add to the interest of the scenery.

A road from *Bunbeg* by Claudy bridge, runs northward to Bonier, a small hamlet on the shore near Curran's port, which is three miles east from Bloody Foreland, and eight from Gweedore bay, where the precipitous cliffs are 196 feet high. This road, which for a considerable distance forms part of the road from Gweedore bay to Dunfanaghy, passes a R. C. chapel; and at three miles the little inn or public house, kept by Bryan M'Gee; beyond that it runs through Glen Hoolick, and a vast and dreary tract of unbroken, but highly improvable moorland. Near the headland on the shore are the ruins of a castle; and about two miles inland is the summit of the hill of Bloddy Foreland, whose altitude is 1,035 feet. There are three small islands off the coast—Gola, Inishmeane, and Inishsirrer. They are inhabited, are from half a mile to a mile in length, with rocky shores, and from a mile to half a mile distant from the land. The country all around is bleak and wild; and the vast accumulations of glittering sand along the shores, while they add to its dreariness, contrast strongly with the adjacent dark moorland wastes.

No. 140.—DUBLIN TO FALCARRAGH.

BY LETTERKENNY AND CALABBER BRIDGE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Falcarragh.
Dublin,	—	—	180
Calabber Bridge, as in No. 139,	—	172½	7½
Falcarragh,	7½	180	—

Falcarragh, or Cross-roads, is a thriving little village, situated within a mile of Ballyness bay, and nearly in the centre of the flat, and in comparison with the adjacent

parts of Donegal, fertile tract of country lying between the town of Dunfanaghy and Bloody Foreland; and we have selected it as an extreme point, to enable us to notice

the country lying between Dunfanaghy and Gweedore bay. It is often reached by Dunfanaghy, from which it is only six and a-half miles distant; but the easiest and best way of reaching it is by the itinerary we have here given.

The road to Falcarragh branches off the preceding line, No. 139, at Calabber bridge, and at two miles reaches the base of the mountain of Muckish, which in point of importance ranks next to Errigal; it attains a height of 2,190 feet and its ridge-like top, for in reality its summit is flat, presents a striking contrast to the peaks of the neighbouring summits. It is difficult of access from the steepness of its sides; but from it, in clear weather, a magnificent prospect is obtained of many parts of the country, and particularly of the bays of Sheephaven, Mulroy, and Lough Swilly, whose numerous arms penetrate the county of Donegal so deeply. The white silicious rock of which Muckish, in common with many of our higher summits, is formed, is in some places disintegrated by the agency of the elements into fine pure sand; and some years ago quantities were collected and sent to the Dumbarton Glass works.

The glen through which the road winds from Muckish to Falcarragh, displays some very lofty and magnificent mountain scenery, and as we proceed, affords views of the ocean, Tory island, and the islets nearer the land. Horn Head, the coast, and country along the shore, gradually open to view; and from parts of the descent to Falcarragh, many of the scenes connected with this part of the coast are exhibited in their most interesting points of view.

The village of Falcarragh, which is pleasantly situated in the centre of a flat and comparatively fertile part of the country, contains a small inn where a car can be hired, a post-office, and two good shops,

which supply necessities to the surrounding district. The coast-guard station is a short distance from the town; and about a mile to the west is the church of Tullaghobegly; and a little more to the east the church and glebe-house of the parish of Raymunterdoney. About half a mile north of the town is *Ballyconnell*, the seat of Mr. Olphert. From the comparative extent of plantations, and improved lands belonging to this very remote residence, it is a striking feature in this part of the country. Adjoining *Bayllconnell* is *Carrow-Cannon House*, and *Cottage*, the latter the residence of Mr. Olphert. The head of Ballyness bay is about a mile from Falcarragh. It runs about two and a-half miles into the land, and is about a mile and a-half in breadth. It branches out into several arms, along which there are considerable tracts of fertile lands.

This part of the country is, in common with the whole line of coast, very bleak and much exposed to the influence of the storms, from whatever point they blow, but chiefly to the Atlantic winds. Ballyness bay is completely barred with sand, and long tracts of dreary arid dunes, partially covered with sea bent, lie along the sea-beaten shores.

The small islands of Inishbofin, Inishdooy, and Inishbeg lie from two to four miles off Ballyness bay. Inishbofin, which is about a mile and a-half off the land, is a mile in length and inhabited. Inishdooy is about half a mile in length, and three and a-half miles from the shore. Inishbeg is a few perches in length. Tory island, which is about seven miles due north from Ballyness bay, we have noticed in connexion with Dunfanaghy, No. 136.

There is a good road from Falcarragh to Dunfanaghy on the one hand, and another is carried along the coast by Gweedore and Gweebarra bridge to Dunglow. The summit of Bloody Foreland, which

is a tame and softly rounded heath-clad mountain, is about eight miles west from Falcarragh—its altitude is 1,035 feet; and it commands an extensive view of the coast and of the bleak boggy moorlands of which the greater part of the surface of this district locally known as Cloghaneely is composed. The hamlets of Bedlam and Derryconnor are from one and a-half, to three miles from Falcarragh, on the road to Gweedore; and in rounding the

points of Ballyness bay some beautifully romantic scenes are presented to view. *Cashel Glebe*, the residence of the rector of Tullaghobegly, is about a mile above the hamlet of Bedlam, and about two and a-half miles from Falcarragh—and a little above it are upper and lower Beltany. These places are situated near the foot of the beautiful mountain glen which runs from Ballyness bay to Dunlewy, and which we have noticed in the preceding road.

No. 141.—DUBLIN TO RATHMELTON AND RATHMULLEN.

FIRST ROAD, BY STRABANE AND LETTERKENNY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Rathmullen.
Dublin,	—	—	170½
Letterkenny, as in No. 136,	—	155½	14½
Rathmelton,	8	163½	6½
Rathmullen,	6½	170½	—

SECOND ROAD, BY STRABANE AND ST. JOHNSTOWN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Rathmullen.
Dublin,	—	—	163½
St. Johnstown, as in No. 132,	—	145½	17½
Newtown Cunningham Cross-roads,	5½	151	12½
Fort Stewart (Ferry),	2	153	10½
Ferry,	1	154	9½
Rathmelton,	3	157	6½
Rathmullen,	6½	163½	—

By the first road, on the arrival of the mail-car at Letterkenny, another car, also carrying passengers, starts for Rathmelton, where, as well as at Letterkenny, conveyances can be hired.

By the second road, it will be necessary for the traveller to prearrange for a conveyance at St. Johnstown station, otherwise he will have to proceed to Derry, which

will increase the distance by road, four miles; and it will farther be necessary to secure a conveyance at the Fort Stewart side of the ferry to convey him to Rathmelton. These delays and expenses render the first road preferable.

The little towns of Rathmelton and Rathmullen are situated on the western shores of Lough Swilly, a large arm of the sea which pene-

trates twenty-six miles into the land—the former at the head of a little bay, branching from the main channel of the lough, up which small craft sail. Rathmelton can also be reached by roads branching off the Strabane and Letterkenny line, No. 136, which passes within a short distance of the villages of Manor Cunningham, Newtown Cunningham, and Castle Forward, crossing the Swilly by the ferry at *Fort Stewart*. The delays and other inconveniences, however, occasioned by the ferry are considerable, and the distance is only two miles less.

Having noticed the different seats along the northern shores of Lough Swilly to *Fort Stewart*, inclusive, in connexion with Letterkenny, No. 136, we have little to observe till, at six miles from Letterkenny, we reach the glebe of *Aughnagaddy*.

There are few more romantic spots than Rathmelton and its vicinity. This thriving clean little town is watered by the Leannan, a pretty stream, which flows through a picturesque and beautifully wooded glen for a short distance above the town, to Lough Swilly. The country around is beautifully diversified and considerably improved. The town and vicinity contains three Presbyterian meeting-houses, a Methodist chapel, and a church: the R. C. chapel is at some distance. There are corn mills and stores, a brewery and bleach-green. Although there is no pier, some exports are made in such small vessels as sail up the harbour. Rathmelton contains some good houses, and two small inns, at which cars can be hired.

A little above the town is *Carnisk*; at two miles, on the road to Kilmacrenan, is *Ballyarr*, the seat of Lord George Hill, and *Claragh*, Mr. Watt; and at four miles north-west from the town, near Lough Fern, is *Fernhill*.

The road from Rathmelton to Rathmullen keeps along the shores of Lough Swilly, and commands

from several points good views of part of the lough and its opposite shores. The country presents a succession of rough hills, rocks, and valleys, to which a considerable extent of natural wood gives additional interest. We pass, on the left, *Glenalla*, the beautifully situated residence of Mr. Hart. The extensive natural woods of *Hollymount*, Mr. Batt, follow, and stretch along the banks of the lough to the neighbourhood of the small town of Rathmullen, which, in its single street, church, battery, and some vestiges of ecclesiastical and castellated ruins, offers but little to arrest the attention of the traveller.

A little below the town, on the banks of the Swilly, are, *The Lodge*, the residence of Mr. Batt, and *Fort Royal*, Mr. Wray; and below it, and about a mile from the town, are *Drumhallagh House* and *Killygarvan glebe*. The road continues along the shores of Lough Swilly for about seven miles, to Knockalla Point, where there is a small battery commanding that part of the river. There are also batteries at Rathmullen and Lamb's Head. The latter is about half way between Rathmullen and Knockalla Point. The road runs through a very diversified country, and presents a continuation of varied views, increasing in beauty and interest as we proceed down the lough. The country, on the one hand, is in many places beautiful, and almost every where broken by rugged and picturesque undulations, slopes, and precipices; the shores of Lough Swilly on this side, as well as on the opposite coast of Inishowen, become bolder and more defined; and the small batteries that command the passage of the lough, occupying the more prominent points, add to the interest of the scenery. From Rathmullen, roads, which are noticed in No. 142, branch in various directions to Mulroy bay, Rosnakill, &c.

No. 142.—DUBLIN TO FANAD POINT.

BY LETTERKENNY AND ROSNAKILL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Fanad Point.
Dublin,	—	—	171½
Letterkenny, as in No. 126,	—	155½	15½
Carrowkeel,	4	159½	11½
Rosnakill,	4	163½	7½
Fanad Point,	7½	171½	—

As in the preceding roads through this part of the country, the traveller is advised to secure a conveyance at Letterkenny, unless he goes by Rathmelton, where good cars can be hired. At the little towns of Milford and Rosnakill there are public-houses, where he may obtain refreshment, but there are no regular inns. Fanad Point is the extremity of the district generally known under the name of Fanad. It is situated at the mouth of Lough Swilly—and although the country possesses much interest, it is seldom visited even by tourists. The traveller may proceed from Letterkenny to Milford either by Ballyarr or Rathmelton, the roads being nearly equidistant. Beyond Ballyarr the road skirts Lough Fern, and at a mile and a-half from it reaches the small improving town of

MILFORD,

situated about half a mile to the south of Mulroy bay, up to which point small trading vessels sail. At Milford, which contains one or two public-houses, a few shops, some respectable dwellings, and in its vicinity, a union workhouse, a road branches off by Bunlin bridge, along the west shore of Mulroy bay to Carrickart. Our road to Rosnakill keeps the eastern shore, through a very interesting cultivated country. Within a mile of Milford, on our route thence, is one of the loveliest

views in Donegal, or indeed in Ireland.

The four miles from Milford to Carrowkeel present a succession of beautiful points, the road winding along the shores of Mulroy bay, which are highly picturesque, with bold rocks partly clothed with heath and brushwood rising from the water on both sides. At Carrowkeel a road runs over a ridge of Knockalla, and down on Lough Swilly. Its summit level presents a most noble view, embracing portions of both Mulroy bay and Lough Swilly, with numerous mountains of all heights and forms.

Knockalla is the mountain ridge which extends from Carrowkeel to Ballyvicstocker bay, a distance of four miles, and for about three miles forms the western limits of Lough Swilly, its sides rising boldly from that beautiful arm of the sea to an average height of 900 feet. The summit level of the ridge, which is highly indented, is 1,196 feet above the sea; its acclivities are picturesquely broken into rocky precipices and grassy slopes, uniformly maintaining a bold character, and the ridge, which affords a magnificent view of the greater part of Donegal, presents a succession of pastoral dells, glens, and ravines.

In reference to the views obtained from Knockalla, we may particularly direct the tourist's attention to the district of Fanad, including the

ramifications of Mulroy bay, Lough Swilly, and Inishowen.

A road also runs from Carrowkeel to Ballyvicstocker bay, through the undulating plain which stretches along the northern base of Knockalla, which plain consists of a variety of bog, tillage, and pasture lands.

Our road from Carrowkeel to Rosnakill continues along the shores of Mulroy bay; and as we proceed, its various branches are successively displayed. The village of Rosnakill will not long detain the traveller; it chiefly consists of poor cabins, but it contains the parish church, some small retail shops, and one or two public houses.

About two miles to the east of Rosnakill is *Greenfort*, the seat of Mrs. Babington. This marine residence is delightfully situated on the shores of Ballyvicstocker bay, a wide inlet of Lough Swilly, and enjoys fine views of that, by far the most beautiful sea lough of which our northern shores can boast. While the beauties of a limited portion of Lough Swilly are seen, in a very attractive point of view from *Greenfort*, the mouth of the lough, its boundaries, including the bold headland of Dunaff, are seen to much more advantage from the hills which extend along the shore from Ballyvicstocker bay to the large farm village of Doaghbeg—a distance of three miles. From many points along this line of coast the views of Lough Swilly are truly magnificent. The coast on both sides of the lough presents some interesting wave-worn rocks. About a mile and a-half from *Greenfort*, the seat of Mrs. Babington, and near the delightfully situated marine lodge of Mr. Hart are some interesting and curious sea caverns, called the Seven Arches. They are all connected, and some of them are 300 feet in length, maintaining an average breadth of fifteen feet, are thirty feet high at the entrance, diminishing inwards. At ebb tides

they are easy of access, and have generally a smooth, sandy floor. But by far the most interesting part of the coast is at Doaghbeg, where the cliffs attain an elevation of upwards of 400 feet—and where a detached mass of rock presents a magnificent natural arch, through which the largest boats can readily sail.

Returning to Rosnakill, a mile to the west of the village is the ferry of Moras, where there are the ruins of one of the castles of the M'Swines; and to the tourist the road leading to Carrickart, by Moras and Roras ferries, will be interesting. It is by no means in good repair, nor is it at all level; it winds round the arms of Mulroy bay, and is only fit for fine summer weather. As in the vicinity of the village of Leatbeg the scenery is extremely beautiful. Around Rosnakill and throughout the shores skirting the arms of Mulroy bay, there is a considerable extent of arable lands. A great part of it belongs to the Earl of Leitrim, who takes a considerable interest in its improvement. As yet the greater part of the lands appears to be held in common, or rather the tillage lands are divided in strips by the occupants, whose dwellings are huddled together in villages. A beginning, in the way of improvement, has been made by his lordship, who has here in his large estates a wide field for employment. We may notice that the Earl of Leitrim is the tenant of nearly all the large estates belonging to Trinity College in the county of Donegal.

Proceeding from Rosnakill to Fanad Point, at a mile and a-half we pass *Croaghan*, the residence of Mr. Patton, adjoining which is the glebe-house of Clondavaddog. The glebe-house is environed by the most lovely romantic hills. From the hills above *Croaghan* magnificent views are obtained of this romantic part of the country, of the

arms of Mulroy bay, and of a great part of the surrounding district locally known as Fanad. On descending Croaghan we pass along the most northerly arm of Mulroy bay, and between the pretty lakes of Kindrum and Kinny, and along the range of sand hills that skirt Carrickackurdin bay, and pass through the hamlet of Elagh, before we reach the lighthouse and point of Fanad. We may remark that along the part of the road between Croaghan and Ellagh, there is some of the most beautiful rocky scenery we remember to have met with.

Fanad Point is at the west side of the entrance to Lough Swilly, and about four miles due west from the bolder point of Dunaff head, which forms the eastern limits of the mouth of the lough. At Fanad Point the coast, though cliffy, is neither high nor bold. Towards Doaghbeg, however, which we noticed above, in connexion with Ballyvicstocker bay, the cliffs are upwards of 400 feet in height, and the views, as regards marine scenery, are not to be surpassed in any part of the kingdom.

A little to the east of Fanad Point, and about three miles off the

shore, the Saldanha frigate was wrecked in 1804. In common with the whole of this part of the coast, the district of Fanad is much varied in its geological character, and a glance at the geological map will show what a field of inquiry there is along the shores of Donegal for those interested in that branch of science.

There are three batteries along the western shores of Lough Swilly: the first at Knockalla Point, about a mile above Ballyvicstocker bay; a second at Lamb-head bay, which is about three miles below Rathmullen, and the third at the harbour of that little town.

A good inn at Ballyvicstocker, one of the most lovely of all our sea bays, and which is admirably suited to bathing, and where several bathing lodges have been built, together with good roads from Rathmelton and Rathmullen, would tend to induce strangers to visit Fanad, which, though not exhibiting the wildness and sublimity of some of the more westerly districts of the kingdom, possesses more variety of scenery, and more picturesque beauty than any other part of the north.

No. 143.—DUBLIN TO NARIN.

BY DONEGAL AND INVER.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Narin.
Dublin,	—	—	183
Inver, as in No. 134,	—	166½	16½
Ardara,	10½	177	6
Narin,	6	183	—

The village of Narin, consisting of a coast-guard establishment, church, some straggling houses and poor cabins, is situated in the county of Donegal, on the northern shores of the remote peninsula formed by

the bays of Gweebarra and Loughrosmore, and is here introduced as an extreme point, to enable us to notice the desolate mountainous tract of country with which it is connected. Though the mail-car from

Donegal to Killybegs passes daily through Inver, we recommend the traveller to engage a conveyance at the inn at Donegal for the journey to and from Narin, and to make either the small inns at Ardara or Glenties his halting-place. Glenties is six miles from Ardara, and eight and a quarter from Narin.

The small town of Ardara is romantically situated in a deep valley at the head of Loughros-beg bay. It contains a church, R. C. chapel, Methodist meeting-house, several shops, and a small inn, where a car can be hired. A narrow low peninsula of about five miles in length, and one in breadth, extending from the town, separates the bays of Loughros-beg and Loughros-more, and in connexion with the latter are the mountains and fine sea-cliffs noticed in the tour from Killybegs, No. 134. The mountains to the south and west are bold, finely diversified, and attain an elevation from 1,200 to 1,600 feet; and the roads from Ardara to Kilcor and Killybegs, lead through some very wild and romantic glens.

From Inver to Ardara our road lies over a dreary tract of mountains, whence the traveller commands extensive views of the wildest part of the highlands of Donegal, the centre of which he here crosses. Though to the eye in a general point of view the surface is composed of a vast extent of unbroken and apparently irreclaimable moorlands, this tract contains numerous sheltered valleys and large areas of improvable lands; and we may remark, that the whole of this highland district is drier, more grassy, and much more susceptible of cultivation than similar tracts in Mayo, Galway, and Kerry.

Close to the village of Ardara is *Woodhill*, the romantically situated seat of Mr. Nesbitt. The Owen-tocker stream falls into the bay of Loughros-beg, a little below the village, and the Owenes nearly a mile

to the north. A road runs into the peninsula between the bays as far as Clogboy—and in summer the mountains and sea cliffs may be traversed. Except the few cultivated spots about the village, all around is bleak and dreary—mountain as well as moorland.

There is a considerable extent of cultivated land in the valley which is watered by the Owentocher stream, in the country immediately around Ardara, and in the flat tract lying along the shore between Ardara and Narin. The latter is more thickly inhabited, and contains more cultivated lands than any other part of this district—in these respects it is interesting, but the surface is flat, rocky, and unattractive. In its general appearance it is not unlike the Rosses, the district lying to the north of Dunglow, and geologically of the same character. It also, like it, forms part of the estates of the Marquess of Conyngham; Adara and a considerable tract lying around it belonging to Mr. Nesbitt.

The straggling village of Narin we have already noticed. The small island of Inishkeel is opposite to the coast-guard station, and about half a mile from the shore; and the church and post-office are near the coast-guard station. The glebe-house is about a mile to the east of the church; and among the few cabins clustered around the latter is a small but clean public-house.

The grounds around the church, which may be considered as the centre of the locality of Narin, are high, rocky, and romantic; and from several points afford good views of Gweebarra bay, the coast, and mountainous country lying to the north and east. Dawros-head is about four miles west from Narin church. In the little bay of Dawros, which is about a mile and a-half from the headland, there are a coast-guard station and some fishermen's huts. The shores of Dawros are wild and

rocky; the headland does not rise more than 100 feet above the sea; there is, however, some extent of cultivated land lying between Narin and Dawros-head, the principal occupants of which are two respectable farmers of the name of Hamilton.

From the summit of the low hills between Narin and Dawros-head good views are obtained of the coast, of the mountains and cliffs which

limit Loughros-beg bay, of the sandy shores of Gweebarra bay, and of the flat and strangely diversified country lying between Narin and Ardara.

The ocean sets in with great force along this part of the coast, and from the nature of the flat sandy beach which extends along the shores for several miles from Narin northward, its influence is felt far inland.

No. 144.—DUBLIN TO GLENTIES.

FIRST ROAD, BY STRABANE AND STRANORLAR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Glenties.
Dublin,	—	—	175½
Strabane, as in No. 132,	—	138½	37
Castlefinn,	7	145½	30
Stranorlar,	7½	153½	22½
Cloghan Cross-roads,	7½	160½	15
Glenties,	15	175½	—

By this line there is a regular mail-car conveyance as far as Stranorlar, where cars can be hired for the remainder of the journey.

On clearing the environs of Strabane, we proceed along the fertile and beautiful vale of Urney, which is watered by the Finn; passing at three miles from Strabane, *Gallany*, *Urney Park*, and *Urney House*, the latter the beautiful residence of the rector; and at four miles cross the Finn a little beyond the hamlet of Clady; two and a-half miles from which is the small town of Castlefinn, up to which the tide water flows. The church and glebe-house of Castlefinn lie a little to the west of the town. Our road now keeps generally along the cultivated and thickly-inhabited banks of the Finn, the vale of which is considerably improved. The hills on the north are broken and softened by alternate patches of tillage and pasture mingling with masses of pro-

truding crag—on the south, the valley, which consists of a mixture of fertile, peaty, and tillage lands, blends by long and gently swelling hills, with the more distant bleak moorland summits, which, at about three miles from the Finn, rise from 600 to 800 feet above the sea, and form the chain of frontier hills to which we referred in our general notice of the vicinity of Strabane.

We soon reach the village of Killygordon; a little to the south of which, on the elevated, and, as regards the nature of the soil, diversified tract, are *Monellan*, Mr. Delap; and *Mounthall*, Mr. Young; a mile and a-half beyond Killygordon, pass also on the south, *Edenmore*, Mr. Cochrane; *Woodlands*, Mr. Johnston; and at two miles on the north, *Tyrallen*, the seat of the Marquess of Conyngham. The woods of this beautifully planted demesne, occupying a considerable extent of the hills to the right, are a remarkable

feature in this romantic but generally unwooded country. At about a mile from the road leading to *Tyrallen* the traveller reaches the small town of

STRANORLAR,

consisting of one irregularly-built street, and where but little business is carried on. It contains a church, R.C. chapel, two Presbyterian meeting-houses, and a union workhouse; also two comfortable inns, where post-horses and cars can be hired. About half a mile west of Stranorlar is the small town of Ballybofey, where the markets are held, and the principal part of the retail trade for the supply of the surrounding mountain district carried on. This little town has been suffered to fall into a dilapidated state—indeed, neither Stranorlar nor it seems to be encouraged by the proprietors. This is to be regretted, as they are well suited for markets and retail trade, and as there are no other towns in the adjoining mountain district, through a part of which the remainder of our road lies.

The country around is considerably improved, and there are several extensive bleaching greens near Stranorlar and down the valley of the Finn. A mile to the south of Ballybofey is *Summerhill*, Mr. Johnston; and adjoining the town is *Drumboe*, the seat of Sir Edmond Hayes, Bart., whose extensive plantations also tend much to improve the appearance of the neighbourhood. This demesne is watered by the Finn, and in the beautiful lawn which surrounds the mansion, there are many stately trees, while the natural woods and younger plantations crown and adorn the adjacent heights.

About eight miles south-west from Ballybofey, on the road leading to the town of Donegal is the Gap of Barnesmore; this we have noticed in connexion with the town of Donegal, No. 134.

Stranorlar and Ballybofey are the most westerly towns in this part of Donegal; they lie on the confines of that mountain district which occupies so great a portion of that county. As we advance into the high lands, the cultivation which chequers the surface, softens the asperities of the rugged hills, and even gladdens the aspect of the naturally fertile plains around Stranorlar, gradually gives place to the steep mountain side, unbroken, save by the ravages of the winter torrent, the dark moorlands diversified by their little loughs, and all that wildness peculiar to Alpine regions. To the geologist, the formation of the rocks in this micaceous district, and the veins of primitive limestone which are thickly scattered throughout, will be matters of interest; and these veins are frequently met with in many places among the low but romantic hills lying around Stranorlar. From any of the more elevated summits to the north of Stranorlar fine views of the valley of the Finn, and of the surrounding mountainous country are obtained.

From Ballybofey to *Cloghan Lodge*, a distance of six miles, our road lies along the mountain valley of the Finn, passing at three and a-half miles from Ballybofey, *Glenmore*, the residence of Mr. Style; and at six, *Cloghan*, the lodge of Sir C. Style, Bart.—near which are Kiltееvoge church, chapel, and glebe. The scenery along this mountain glen is interesting, the hills rising from 800 to 1,200 feet on either side; and we meet with a good deal of improved, and with much more improvable lands on either side of the stream. At *Cloghan* the roads diverge, and meet again at Glenties; that to the north keeping along the banks of the Finn (now diminished to a mountain stream), by the hamlet of Finntown, and along the shores of Lough Finn. The other, which is the road we keep, runs more to the south, and

near the northern bases of the loftiest mountains in this part of the district, that stretch from the east end of the Gap of Barnesmore west to Glenties—and the more remarkable summits, Croaghnageer, near Barnesmore Gap, Bluestack, Knockroe, and Silver-hill, 1,793, 2,213, 2,207, and 1,967 feet in height, are easily defined.

By this line to Glenties, which is generally called the Glen road, we leave the valley of the Finn at *Cloghan Lodge*, keeping along the northern base of the hill of Altnapaste (1,199 feet), and for about five miles through the valley which is watered by the Reelan river, one of the Finn's tributaries, and thence through a well-defined glen to Glenties, through which flows the Owenea in its progress to the sea at Ardara. As the mountains limiting the glens here rise to a considerable elevation, the scenery, though dreary, is generally striking, and in some places beautiful. We meet with cultivated spots here and there, and every where tracts of remuneratively improvable moorland.

The small but improving town of Glenties, which consists of a single street, and contains a comfortable inn, where cars can be hired, a R.C. chapel, a large national school, a sessions-house police barrack, the residence of the stipendiary magistrate, the district corn mill and corn store, and a large union workhouse, is a remarkable feature in

the centre of this wild mountain country. It forms a part of the estates of the Marquess of Conyngham, who has of late taken considerable interest in its improvement.

There is some extent of reclaimed land around Glenties, particularly in the valley lying between it and Ardara, and in the dreary granite moor stretching westward to Dawros head. Tolerably good roads extend from Glenties to Ardara, Narin, and Dunglow; and though the reclamation of this dreary district proceeds but slowly, and evidently without any defined plan, yet its improvement is progressive. To the west of Glenties—that is, in the comparatively flat tract lying between it and the bays of Loughros-more and Gweebarra—the country is bleak, rocky, and, generally speaking, uninteresting; but the district to the east of Glenties is distinguished by one of the most striking mountain groups which this part of the district contains. Aghla, which attains an elevation of 1,953 feet, may be considered as the axis; and it is bounded on the north by Lough Finn and the valleys connected with it, and on the south by the glen through which the road from Glenties to Stranorlar is carried.

As is common to the whole of this mountain district, the peasantry are in a very primitive state; and there are large tracts of remuneratively reclaimable land lying around.

No. 145.—DUBLIN TO GLENTIES.

SECOND ROAD, BY MOUNTCHARLES.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Glenties.
Dublin,	—	—	177
Mountcharles, as in No. 134,	—	163	14
Glenties,	14	177	—

Travellers by this road hire conveyances at Donegal, where, at the comfortable inn of that town, cars and post-chaises can be obtained.

In branching off at Mountcharles, we proceed through a very interesting part of the mountain district lying between the bay of Donegal and Glenties. It is a part of the same mountain chain which is crossed from Inver to Ardara. The first five miles of our road lie through a broken, partially cultivated, and romantic part of the country, forming the southern ac-

clivities of the higher mountain ranges.

On crossing the Eanymore and Eanybeg waters, we ascend a considerable elevation, whence an extensive view is obtained of the mountains lying to the eastward. Resuming our way through a well-defined and beautiful mountain valley, which is chequered with spots of tillage, and presents to view tracts of reclaimable land, we reach the cross-road from Ardara to Finntown, and at two miles from that point arrive at Glenties.

No. 146.—DUBLIN TO DUNGLOW AND THE ROSSES.

FIRST ROAD, BY STRABANE AND STRANORLAR.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunglow & the Rosses.
Dublin,	—	—	182½
Stranorlar, as in No. 144,	—	153½	29
Finntown,	17	170½	12
Doocharry Bridge,	5	175½	7
Dunglow,	7	182½	—

The Rosses, which we have annexed to Dunglow, is the local name generally given to that remote part of the Donegal coast which lies between the bays of Gweebarra and Gweedore. The Rosses may also be said to embrace the whole of the large parish of Templecrone, which contains 52,921 statute acres.

As in the preceding road to Narin, we recommend the traveller to

secure a conveyance for the journey at Stranorlar.

By this road we keep along the left bank of the Finn, and through the very interesting mountain valley which is watered by that river as far as Finntown.

The first seven miles of our road—that is, as far as *Cloghan Lodge*—we have noticed in No. 144. From that point to Finntown the scenery

is much more striking; the mountains attain a greater elevation; the glens are deeper and more defined. There is, however, much less cultivation, but there is much more wildness and much more beauty.

About four miles from *Cloghan Lodge* we cross a fine mountain stream, one of the Finn's tributaries, which waters a lovely lateral valley; at about seven miles we meet the road from Letterkenny, by Glenswilly, to Glenties; a mile and a-half from which is the hamlet of

FINNTOWN,

which consists of a R. C. chapel, revenue police barrack, and a small inn.

Adjoining Finntown is Lough Finn, the most beautiful of the little lakes in this part of the mountain district. It is about two and a-half miles in length, by about a quarter of a mile in breadth, and is bounded on the north by the mountains of Scraggs and Aghla, 1,406 and 1,953 feet above the sea. Aghla we have noticed as the centre of a very well-defined mountain group; and the small but lovely Lough Finn adds not a little to the interest of the scenery.

About a quarter of a mile from the inn at Finntown we leave the valley of the Finn, and, crossing an elevated moorland tract, descend a narrow, romantic glen, at the foot of which, and at about a mile and a-half from Finntown, we meet the cross-road from Glenties to Dunglow. From this point, as well as from various elevations along the road to Doocharry-bridge, magnificent views are obtained of the mountain chains lying eastward, as also of the Aghla group which we have just passed.

At Doocharry bridge we cross the Gweebarra river; and here, in Glen Leheen, we meet the new road which has been carried from Letter-

kenny, by Glendowan, to this point. From Doocharry bridge to Dunglow our road runs through a dreary granite moor; and here we may observe that, on leaving the micaceous district at Finntown, we cross that part of the great granite district of Boylagh which stretches northerly to the river Gweedore. The surface is undulating, and uniformly covered with dark peat, save the little loughs that fill the hollows, and the occasional spots of tillage around the increasing cabins. The quartz hill of Crovohy, which we pass on the right, 1,033 feet high, is the principal summit in this dreary district.

The small and remote village of Dunglow, with its church and R. C. chapel, public-house, police barrack, &c., the last assemblage of houses we meet in this wild and poor tract of country, is situated at the head of one of the numerous unnavigable sandy bays into which this coast is broken, and is nearly encompassed by salt and fresh-water lakes.

Four miles from Dunglow, on the shore, and opposite to the island of Rutland, is *Roshin House*, and about the same distance, but near the shores of Maghery bay, are *Crohy House* and *Falmore*.

The bleak surface is covered with peat, and intersected in every direction by streams issuing from the little loughs that fill every hollow. Annagarry hill, 338 feet high, near the head of one of the arms of Gweedore bay, is the principal elevation; it is five miles north from Dunglow. The coast of this district, extending from the little bay of Magherry northward to the estuary of the Gweedore, is, following generally the sinuosities, at least thirty miles in length; and, from the nature of the shores, vast accumulations of sand, in every form of dune and flat beach, have been formed along the greater part of the coast; and as in similar situations, exposed to the fury of the

Atlantic sea, the sands are continually drifting and advancing inland. The whole presents an extraordinary appearance, from the different islands in the bay and the numerous intermediate islets and detached groups and spots of rock and sand off the land, and the beaches, bays, coves, small rocky cliffs, and promontories, into which the shores have been formed by the ceaseless action of the heavy Atlantic wave.

Aranmore, or the north island of Aran—so called to distinguish it from the islands of the same name in Galway bay—is about five miles from Dunglow, and two from the shore. It contains 4,335 statute acres, of which 650 are tillage and pasture, the remainder rock and bog. The inhabitants are chiefly engaged in fishing. There are a small R. C. chapel and a lighthouse, the latter not now used. The summit of the island rises 745 feet above the level of the sea. The cliffs are very fine, those near Rinrawros bay, on the western side, being 542 feet high.

Mullaghderg headland, which is six miles north from Dunglow, is near Cruit island. It is 170 feet high. There is a small tower there, and near it is Mullaghderg lough, one of the largest of the numerous small loughs which are scattered throughout this boggy district.

The other islands connected with the Rosses, or the district of Templecrone, which are generally scattered along the coast between the shore and Aran island, are Inish-

eane, Inishal, Illancrone, Inishkeeragh, Eighter, Lahan, and Inish-inny. These islands are very small, varying from a few perches to half a mile in length. The other and larger are, Inishfree Upper, Rutland or Inishmoca-durn, Cruit, and Owey. These range in length from three-quarters of a mile to a mile, with the exception of Cruit, which is three miles long. They are all quite close to the land; their shores are a good deal varied, and in some places rocky. There are a coast-guard station and a few houses on Rutland, and one or two of the others are inhabited. About 1796 a good deal both of public and private moneys were expended, with a view to the encouragement of the herring fishery, then very abundant; but the scheme failed, the herrings left the coast, and drifted sands now cover the greater part of the island.

There is a considerable population scattered along the shores of the Rosses. Bridle-roads run in various directions, and some advances in cultivation have been made by the occupants on the dreary swamps and heath-clad wastes. This and a great extent of land in this part of the county of Donegal is the property of the Marquess of Conyngham. In summer the tourist may proceed from the Rosses to Dunfanaghy by ferries across the arms of Gweedore bay, or, with guides to point out the passes at ebb tides, along the strands, until he meets the coast road. Clady bridge is ten miles from Dunglow.

No. 147.—DUBLIN TO DUNGLOW AND THE ROSSES.

SECOND ROAD, BY BALLYNACARRICK FERRY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunglow & the Rosses.
Dublin,	—	—	188½
Glenties, as in No. 144,	—	175½	13
Ballynacarrick Ferry,	6	181½	7
Dunglow,	7	188½	—

Except as a cross-road, few travellers from Dublin and the country lying south of Stranorlar proceed to Dunglow by Glenties and Ballynacarrick ferry. As compared with the preceding road, it not only increases the distance from Stranorlar six miles, but there is all the delay and inconvenience of the ferry, and the hilly road thence, for the greater part of the way, to Dunglow.

From Glenties to Shalagan-bridge, and thence to Ballynacarrick ferry, there is little to remark relative to the general appearance of the country, in addition to what we

have noticed in connexion with the preceding roads. At Ballynacarrick ferry the Gweebarra is a tidal river of nearly a quarter of a mile in breadth. About three and a-half miles below Ballynacarrick, on the sandy shores of the Gweebarra estuary, is the glebe-house of Roshin, and, near it, Roshin point. The church of Roshin is within two and a-half miles of the ferry. Two miles from the ferry we reach Trawenagh bay, continue for two miles along its dreary shores, and from that point, keeping generally a parallel course with the preceding road, soon reach Dunglow.

NO. 148.—DUBLIN TO DUNGLOW AND THE ROSSES.

THIRD ROAD, BY LETTERKENNY, FOXHALL, LOUGH BEAGH SOUTH, LOUGH BARRA, AND DOOCHARRY BRIDGE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Dunglow & the Rosses.
Dublin,	—	—	189½
Letterkenny, as in No. 136,	—	155½	33½
Foxhall,	5	160½	28½
Lough Beagh South,	5	165½	23½
Lough Barra,	10½	176½	13
Doocharry Bridge,	5½	181½	7½
Dunglow,	7½	189½	—

Travellers by this road will require to hire a conveyance at Letterkenny to Dunglow; and we may remark that there are no houses of entertainment on the line, nor in-

deed houses of any kind, between Lough Beagh South, or Lough Gartan, as it is often called, and Lough Barra. There is, however, a small public-house at Church hill,

which is near Lough Beagh South, and which the traveller leaves a little to the left; another a mile and a-half beyond Lough Barra, and a third at Doocharry bridge.

We have noticed the country from Letterkenny to Lough Beagh South in No. 138, and from the southern end of that lough to a mile beyond Lough Barra, an excellent line of road has been formed by the Board of Works. It leads through Glendowan, a very interesting mountain glen, which exhibits a vast extent of unreclaimed, but very reclaimable moorland; and though the scenery is neither very bold nor striking, it presents in many places very beautiful outlines.

The glen winds from the western end of Lough Beagh South to Lough Barra, a distance of eight miles. At five miles from the southern end of Lough Beagh South, we meet the private road leading down to Lough Beagh North, or Glenbeagh, as it is usually called—the finest and wildest of the Donegal lakes. It is about three miles and a quarter long, by something more than a quarter of a mile broad, and occupies the entire breadth of the lower part of the glen; it is bounded on the south by the low range of moorland hills forming part of the Glendowan range, which lie between it and Lough Beagh South, and from which lough, across the country, it is only about four miles distant; and on the north, by the precipitous sides of Dooish North, which rise very boldly from the deep and dark waters of this lovely lake. The mountain of Dooish attains an elevation of 2,143 feet, and is one of the most remarkable summits in this end of the Derryleigh mountains.

As we have remarked, the acclivities of Dooish rise boldly from the edge of the latter lake; near the upper end of it a mountain stream of considerable volume is thrown over a rocky precipice of several

hundred feet in height, forming, in times of flood, a very fine cascade.

There is a considerable extent of natural wood along the shores of Lough Beagh North, particularly on the southern side, where, in Ballynagore wood, a remnant of the natural forest, a good deal of yew is still found growing.

The narrow glen which contains Lough Beagh North is called Glenbeagh; and here one of the proprietors, Mr. Foster, has erected a small lodge—planted to some extent—stocked the verdant hills of the glen with suitable breeds of sheep and cattle from Argyleshire, and made the road which leads down the more interesting parts of the glen from Glendowan to his lodge.

Resuming our journey from the road branching off to Glenbeagh North we proceed through the most interesting part of Glendowan. This part is bounded on the north by Dooish, Slieve Snaght North, and Crock-atarrive, which, in the order stated, rise 2,143, 2,232, and 1,627 feet above the sea; and on the south by Glendowan mountain, which is 1,770 feet in altitude. Here the scenery is striking, particularly in connexion with the rocky cliffs, bold acclivities, and picturesque dells of Slieve Snaght North; the other mountains, generally speaking, though considerably elevated, exhibit a uniformly smooth, pastoral character.

Lough Barra presents but little to interest the traveller; it is of very limited dimensions, its shape circular, and about half a mile in diameter. It is one of the principal supplies of the Gweebarra river, which, after a short course of about six miles, meets the tide water a little below Doocharry bridge.

Lough Barra is situated at the mouth of Glendowan, and the open and comparatively flat country on which we here emerge forms a striking contrast with the well-

defined mountain glen through which our road lay for the last eleven miles.

The eye, wearied with the uniform colour and monotonous character of the dark heathy, but in many places highly reclaimable wastes, which may be said to constitute the surface of the greater part of this very interesting mountain district, is somewhat relieved by the few spots of tillage, and their accompanying cabins, which checker the surface of the valley of the Gweebarra, the tract which extends from Lough Barra to Roshin Point,

a distance of thirteen miles, generally noticed under the first and second roads to Dunglow; and in connexion with these parts of this remote district, it is pleasing to observe the improvements that have been effected on the large possessions of Mr. Connolly, and the interest that has been evinced in the advancement and comfort of the poor tenantry that are scattered throughout his vast estates.

At about five miles from Lough Barra we reach Doocharry bridge, where we join, No. 146, the first road leading to Dunglow.

No. 149.—DUBLIN TO MALIN HEAD.

FIRST ROAD, BY LONDONDERRY AND CARROWKEEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Malin Head.
Dublin,	—	—	186
Londonderry, as in No. 132,	—	153½	32½
Muff,	6	159½	26½
Carrowkeel,	4½	164	22
• Carndonagh,	10	174	12
Malin,	8½	177½	8½
Malin Head,	8½	186	—

On the arrival of the Dublin mail at Derry, a mail car starts for Carn, where cars can be hired.

The large and bold peninsula of Inishowen, through the centre of which our road runs, is bounded on the east by Lough Foyle, and on the west by Lough Swilly. It is about eighteen miles in length by seventeen in breadth, containing an area of 197,860 acres. The mountains occupy the greater part of the centre of the peninsula—the highest summit, Slieve Snaght, rising 2,019 feet above the sea. The principal parts of the arable lands lie along the southern and eastern shores, and around Malin and Carndonagh. Inishowen, from its

position, elevation, and extent, is decidedly the most remarkable object on our northern shores. Till within these fifty years it formed part of the vast estates of the Marquess of Donegal, and still the reserved rents, which are a trifle as compared with the annual value, belongs to that family. Malin head is its extreme point, and the most northerly land in Ireland.

The vicinity of Derry, as far as Culmore Fort, we have already noticed in our description of the environs of that city.

The village of Muff, with its church, is situated near the head of the western shores of Lough Foyle, and adjoining it is *Kilderry*. From

Muff our road skirts the thickly inhabited shores of Lough Foyle, which are bounded on the left by the mountain slopes of Eskaheen and Crockglass, 1,377 and 1,295 feet above the sea. About five miles from Muff we reach the village of Carrowkeel, where the road leaves the Foyle and diverges to the left, passing through the glen which runs along the eastern sides of Crockglass and Slieve Snaght East, the latter attaining to the height of 2,019 feet. This glen, although it presents no striking scenery, is not devoid of interest—it contains a great extent of cultivated and highly improvable lands; and about the residence of *Stranagapple* there is a considerable reach of planting.

The small town of Carndonagh is pleasantly situated on the high arable lands lying around the head of Trawbreaga bay, the town being about two miles from the bay. It is watered by two streams which run from the adjacent mountains.

The streets of this remote little town are regularly laid out, and many of the houses large and well built. It contains various places of worship, several schools, and is head quarters for the constabulary and coast-guard of the district. Considering the high moorland nature of the greater part of the surrounding country, a great deal of business is done at the markets; and being the principal town in this part of Inishowen, it supplies various necessities to a considerable and comparatively populous tract.

In the vicinity of Carndonagh are *Tirnaleague* and *Fairview*. A road runs down the south side of Trawbreaga bay for six miles to the small village of Ballyliffin, which is situated near the Atlantic, and close to the island or rather peninsula of Doagh; on the westward side of which is one of those tracts of sand hills so frequent on the Donegal coast. At the north-west point of this peninsula are the ruins of Car-

rickabraghy Castle, supposed to have been one of the fortalices of the O'Doghertys, the ancient feudal chiefs of this district of Doagh.

The village, church, and rectory of Culdaff, as also *Culdaff House*, the latter the residence of Mr. Young, lie about six miles east from Carn-donagh, on the shores of a small sea bay which bears its name. We may observe that there is a considerable extent of arable lands along the little sea bays which diversify the eastern shores of this peninsula.

Resuming our route to Malin Head, on rounding the extreme point of Trawbreaga bay, we arrive at the small but neat town of Malin, near which are the most northerly residences in Ireland—*Malin Hall*, the seat of Mr. Harvey, and *Goorey Lodge*, Mr. Harvey. Malin contains a church, and a comfortable public house where travellers can stop. A road of five miles leads to Glengad Head, where the wild rocky shores which connect with Malin Head commence.

Malin Head, which is eight miles from the small town of Malin, rises only 226 feet above the sea, but is rendered more remarkable to mariners by the admiralty signal tower.

The coast from the Five Fingers Rock, near the entrance to Trawbreaga bay, on the west, round by Malin Head to Glengad Head on the east—a distance of fifteen miles—is wild, rocky, and precipitous; but Trawbreaga bay is choke-full of sand.

At Magheryard, which is three miles north-west from Glengad Head, the land attains an elevation of 859 feet, the highest point on the northern shore of the peninsula of Inishowen; and this summit affords the traveller a good view of this remote district, including its shores, the island of Inishtrahull, and a boundless expanse of ocean. There are several small rocky islets along the shore. On the island of Inishtrahull, which is about six miles off Malin Head, there is a lighthouse.

This island, the most northerly belonging to Ireland, is about a mile in length. The hamlet of Ballyhillin is within half a mile of Malin tower. Near it is a cave of which many extraordinary stories are told by the peasantry.

The country between Malin and Malin Head, though generally cultivated, is low and bleak; and though Malin Head and its connecting shores do not rise more than 226 feet, and though they exhibit none of that wildness and magnificence observable along other parts of our coast, still, in the precipices, cliffs, fissures, bays, and caverns, there is much to

be admired. Even in calm weather, when the heavy Atlantic waves roll gently, yet majestically onward the effect is very striking; but, when impelled by the storm, the sea foams and rages against the broken cliffs, and the rush of the mighty waters is loudly resounded along the shores, the scene is truly grand and deeply impressive. With the exception of the mountains, Inishowen is cultivated and well inhabited, and, as regards the condition and comforts of the peasantry, as well as the cultivation of the soil, it is much superior to the headlands lying more to the west.

No. 150.—DUBLIN TO MALIN HEAD.

SECOND ROAD, BY LONDONDERY, BUNCRANA, AND CARNDONAGH, WITH
TOUR FROM BUNCRANA TO DUNAFF HEAD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Malin Head.
Dublin,	—	—	190
Londonderry, as in No. 132,	—	153½	86½
Burnfoot,	6	159½	80½
Churchtown,	2½	162	78
Buncrana,	4	166	74
Carndonagh,	12	178	62
Malin,	3½	181½	58½
Malin Head,	8½	190	—

Buncrana is reached from Derry, either by mail or by hired cars. Proceeding by the western suburb of the city, at five miles we reach Lough Swilly. The ruins of Burt Castle, and *Burt House*, the residence of Mr. Ferguson, and the chapel and meeting-house, are along the shores of the lough, and not far from Greenan mountain, noticed in connexion with Derry, No. 132. Crossing Burnfoot bridge, and leaving *Birdstown* to the right, we soon reach the village of Churchtown, or Fahan, as it is generally called; four miles to the east of which is the Scalp, rising to the height of 1,589 feet.

Buncrana is prettily situated on the eastern shore of Lough Swilly, and considerably resorted to for sea bathing. From the fine fishing rivers which unwater the mountain glens lying to the east and north, and fall into the lough, it possesses considerable water-power, which has been turned to advantage in propelling machinery for the manufacture of flour, &c. It contains a sessions-house and several places of worship, and a good many of the inhabitants are employed in fishing.

Adjoining is *Buncrana Castle*, founded by the O'Donnells, the ancient chieftains of this country; and restored by Sir J. Vaughan, in 1717.

The vicinity is highly interesting : in front, the magnificent sea lough ; behind, the mountains of Inishowen —among which, Slieve Snaght East, the highest in the range, rises to a height of 2,019 feet. It affords an extensive view of sea and land for many miles around.

From Buncrana a most delightful day's excursion may be made to Dunree and Dunaff—for which a car can be hired at Buncrana, or with more certainty at Derry.

By this route, at three miles from Buncrana, on the coast road, we pass *Linsfort*, the beautiful residence of the rector, near which are the church and glebe-house of Desertegny ; and at six reach Dunree Fort, where the road leaves the sea, and penetrates the mountain glens, passing at five miles from Dunree Fort, Raghtinmore, the highest of the bleak and sterile mountains on that part of the coast—it rises to an elevation of 1,656 feet above the level of the sea. At six miles and a-half we reach the church, chapel, and glebe-house of Clonmany ; near them *Glen House* ; and at eight, *Rockstown*, near which there is a coast-guard station ; the latter is near Dunaff Head, the extreme point on the eastern entrance of the Swilly. A mile and a-half north from the glebe-house of Clonmany

is the village of Ballyliffin—and near it, the sand hills of Doagh. At Dunree, the tourist, anxious to see the part of the coast from Dunree Fort to Dunaff Head, must leave the car, which should go by the road just described through Clonmany to *Rockstown House*, to wait for him. A beautiful walk of seven miles conducts him to Dunaff. From Dunree Fort, which is romantically situated, the three first miles, along the base of the mountains which rise precipitously out of the sea, are quite charming, affording most extensive and delightful views of the entrance to the bay, and of the great Donegal mountains in the distance. The cliffs of Dunaff face nearly north, are 505 feet high, and exhibit some striking features. At *Rockstown*, about a mile off, the car should be rejoined. Hence a drive of eleven miles conducts the traveller back to Buncrana by an entirely different route.

From Buncrana to Carndonagh the road is carried through the glen which lies to the north of Slieve Snaght East, the highest mountain in Inishowen, and at five miles from Buncrana, a road branches off through one of the lateral glens to Clonmany and Ballyliffin. From Carndonagh to Malin Head, see No. 149.

No. 151.—DUBLIN TO MOVILLE AND INISHOWEN HEAD.

BY CARROWKEEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Inishowen Head.
Dublin,	—	—	178½
Carrowkeel, as in No. 149,	—	164	14½
Moville,	8	172	6½
Inishowen Head,	6½	178½	—

Moville, to which a mail car is despatched from Derry on the arrival of the Dublin mail, is situated on the western shore of Lough Foyle, about five miles from the mouth of that sea bay. It is, com-

paratively, to Derry what Clontarf and the northern shores of the Liffey are to Dublin; and, like these, it has been much improved of late years by increased numbers during the bathing season, the extension of the town, and the erection of villas; to which we may add, the branch railway of about three miles from Magilligan Junction to Magilligan Point, and the steamer in connexion with same to Greencastle.

In the preceding road we have noticed the country as far as Carrowkeel. From that village we continue along the shores of Lough Foyle, which, as in the previous part from Muff, is bounded by the mountain acclivities, up which cultivation is making rapid advances.

From Carrowkeel, however, the scenery is rendered more interesting by the villas belonging to the citizens of Derry, which lie along the shore, among which we may enumerate the pretty villa of *Red Castle*, which is pleasantly situated on the shores of Lough Foyle, about three miles from Carrowkeel; and where, as at *White Castle*, which is within a mile of Carrowkeel, the old castle ruins can be traced; and on the shores are the ruins of the ancient abbey called Cooley. *Red Castle* was formerly the seat of the Careys, an ancient family in this district. In a scenic point of view, Moville presents many inducements as a watering-place, from the variety, extent, and elevation of the adjoining mountains; the beauty of Lough Foyle and its interesting shores in addition to the strength and efficacy of its waters; the contiguity of Derry, and above all, the facilities of communication by steam vessels which ply to and from it in summer.

The town is clean and neat, and contains various lodging houses, in addition to the small inn and other places of accommodation. There are several places of public worship. Fairs and weekly markets are regularly held in the town.

Moville is sheltered from the westerly gales by the mountains of Craignamaddy, and the Squire's Cairn, which, with Slieve Snaght and Raghtinmore, form the principal summits in the peninsula, they attain an elevation of 1,058 feet, and their acclivities form the eastern shores of the promontory. From their summits magnificent views are obtained of the greater part of the estuary of Lough Foyle, the opposite shores of Magilligan, and that part of the peninsula of Inishowen, of which they are the more remarkable features. Indeed, from the whole line of coast, the opposite mountains of the county of Derry are striking objects, particularly Benyevanagh and the adjacent bluff escarpments of Magilligan.

At two miles and a-half from Moville we pass the village, church, house, and interesting ruins of Green Castle—the latter, formerly one of the strongholds of the O'Doghertys, chieftains of this district. Close to this is the fortress of the same name, which is still garrisoned; also a coast-guard and pilot station. This fort and the one on the opposite shore of Magilligan were erected by the Government to guard the entrance of the Foyle. The road to Inishowen head also keeps along the shore, which, like the preceding parts of this coast line, is thickly inhabited, and bounded on the left by the cultivated mountain slopes. At three miles from Greencastle are Dunagree Point and lighthouse. A mile from the head the road along the shore terminates, and the bold rocky cliffs of Inishowen, which extend westward for four miles, must be traversed on foot.

Culdaff, noticed in No. 149, is nine miles and a-half from Moville; the road to it lies through the cultivated glen, which is bounded on the west by the slopes of the Squire's Cairn, and on the east by the accli-

vities of Cragnamaddy. Various lines branch off the road leading to different parts of the coast, which enable the tourist to visit those remote points. Near *Carthage House*,

which is a mile north-west from Culdaff, are the ruins of an ancient fort called Doonowen; it is nearly surrounded by the sea.

No. 152.—DUBLIN TO ARDEE.

FIRST ROAD, BY DROGHEDA AND COLLON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ardee.
Dublin,	—	—	46½
Drogheda, by Rail, as in No. 17, .	—	32	14½
Collon, by Road,	7½	39½	6½
Ardee,	6½	46½	—

SECOND ROAD, BY DUNLEER.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ardee.
Dublin,	—	—	50
Dunleer, by Rail, as in No. 17, .	—	42½	7½
Ardee, by Road,	7½	50	—

The only public conveyance to Ardee is a car in connexion with the railway from Drogheda. The environs of Drogheda, including the ruins of Mellifont and Monasterboice, we have noticed in No. 17.

COLLON

was the constant and favourite dwelling-place of the late Lord Oriel, the last Speaker of the Irish House of Commons, and now the seat of Viscount Massareene. To the late Lord Oriel this prettily-situated town owes its present appearance, its beautiful church, glebe-house, and market square. By his exertions the rural improvements, comparative comfort, and neatness, which are perceptible around, were promoted; and by his skill and perseverance the trees which now crown the summits of the neighbouring hills were reared, and will,

we trust, be long preserved as a memento of his virtues and patriotism.

The lodge of Viscount Massareene, called *Oriel Temple*, is a plain small building, and, contrary to what its name implies, presents nothing to attract the attention of the admirer of domestic architecture. To the lover of sylvan scenery, however, there is in the extent, variety, and disposition of the plantations which clothe the undulating grounds, much to attract notice; and to the scientific arboriculturist there are, in the fine specimens of the rarer trees and shrubs throughout the demesne, numerous objects worthy of observation.

On clearing the poor but romantic hilly country around Collon, in which, at two miles west from Collon, Belpatrick, the highest summit in the district, rises 789 feet, we

run through a fertile, undulating, and poorly-cultivated district, passing at three and a-half miles, Anaglog cross-roads, close to which, on the left, is *Drakestown House*; and at two miles from the cross-roads, also on the left, is *Smarmore Castle*, the beautiful seat of Mr. Taaffe.

The town of Ardee, which is watered by the Dee, consists principally of one main street, with several branching lanes; in the former are a few good houses, but in the latter the greater part is composed of inferior cabins. It appears, however, to have been a place of some importance in former times. The castle, now fitted up as the courthouse, was built in the beginning of the thirteenth century, by Roger de Pippart, one of the Anglo-Normans, who possessed the surrounding territory. In the centre of the town is another ancient castle, which was granted by Cromwell to Williams, ancestor of Mr. Hatch, the present proprietor. The church, originally a monastery, is a plain structure; and the R. C. chapel is a commodious building. To these we may add the union workhouse and market-house. A considerable retail trade is carried on; and at the weekly markets a good deal of corn is disposed of. At the inn post-horses and carriages can be hired. The large ancient mound, generally called the Castle Guard, at the entrance of the town, is a very remarkable feature. *Ardee House*, the seat of Mr. Ruxton, and *Red House*, that of Mrs. Ruxton, adjoin the town.

The country west of Ardee is bleak; but northward, particularly along the roads leading to Castleblayney and Dundalk, it is well planted, very fertile, and highly cultivated. At two miles, on the Castleblayney road, we meet *Rahanna*, the residence of Mr. Ruxton; at three, *Lisrenny*, the beautiful seat of Mr. Filgate; and at four, *Louth Hall*, the seat of Lord Louth. A little to the west of *Louth Hall* is *Arthurstown*, Mr. Filgate; and adjoining *Lisrenny* on the east, *Glyde Farm*, Mr. Upton; and *Corballis*, the beautiful residence of Mr. Lee Norman. The above handsome seats all lie together, and form a very considerable extent of beautiful park and sylvan scenery.

The village of Tallanstown, which is four miles and a-half from Ardee, on the Castleblayney road, adjoins *Louth Hall*; a mile and a-half west from it is *Thomastown Castle*, Mr. Reilly, and the hamlet of the Mills of Louth. The hamlet and well-known fair-place of Mullacrew is about a mile north from Tallanstown; and a little beyond it the village of Louth, now a very insignificant place, though it appears to have been, in an ecclesiastical point of view, in the eleventh and twelfth centuries, a place of some importance.

The country to the north of Ardee, which we have here briefly noticed, is among the most fertile and best cultivated portions of the county of Louth, or, indeed, of Ireland.

SECOND ROAD.

By the second way there are only seven miles of road travelling, through an interesting tillage por-

tion of the county of Louth, for which cars can be hired at Dunleer.

No. 153.—DUBLIN TO ARMAGH.

FIRST ROAD, ARMAGH JUNCTION, BY PORTADOWN.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Armagh.
Dublin,	—	—	97½
Portadown and Armagh Junction, by } Rail, as in No. 17, }	—	87½	10½
Richhill,	6	93½	4½
Armagh,	4½	97½	—

SECOND ROAD, BY NEWRY, POYNTZPASS, AND MARKETHILL.

TABLE OF DISTANCES.

Stations.	Distance between Stations.	Statute Miles.	
		From Dublin.	From Armagh.
Dublin,	—	—	90½
Poyntzpass, by Rail, as in No. 17, .	—	77	18½
Markethill, by Road,	7	84	6½
Armagh,	6½	90½	—

ARMAGH

is the best built, the best managed (in every thing relating to its municipalities), and the most interesting of all our inland towns. According to the native historians, the town was founded by St. Patrick, in 445, and continued to be a celebrated place of learning and piety for many consecutive ages. Its military annals, however, are a mere reiteration of incursions, conquests, sackings, and burnings, from the earliest ages down to the close of the seventeenth century.

The principal business now carried on is the retail trade for the supply of the populous district around, and the large weekly markets, where a good deal of agricultural produce is disposed of.

The linen-hall and market-house are large commodious buildings, and there are four branches of different banking companies in the city. As the assizes town, it contains the county gaol and court-house, with the various hospitals, municipal

buildings, &c., common to a large district town; also the lunatic asylum for the counties of Armagh, Monaghan, Fermanagh, and Cavan, which was erected at an expense of £20,000, and a large infantry barrack. There are a R. C. chapel, and a small meeting-house for Independents. One of the two Presbyterian meeting-houses was built with part of the materials of the monastery of St. Peter and St. Paul; and one of the two Methodist chapels is erected near the spot where, in 1767, the celebrated John Wesley often preached. To these we may add the large R. C. cathedral in progress of erection on the summit of one of the adjacent hills lying around the town.

But the pride of Armagh is its large and venerable cathedral, occupying a commanding site, and extending 182 feet in length, and 119 in breadth along the transepts. It appears to have been built in the twelfth century, repeatedly burnt, and re-edified; and by the munificence of the present primate, Lord

John G. Beresford, brought to its present appearance—for this purpose his grace subscribed £10,000. On the east side of the town is St. Mark's Church, a handsome modern building. Near the cathedral is the public library, founded and endowed by Primate Robinson, in 1771, and now containing upwards of 20,000 volumes; and near St. Mark's church are the observatory and house for the astronomer, also founded and endowed by the same munificent patron of literature and science. The professor's chair is at present ably filled by Dr. Robinson. It is, however, but justice to add, that the present primate contributed £3,000 towards finishing the building and providing astronomical instruments. The free grammar school is also near St. Mark's; it is a large quadrangular building, having a royal endowment of nearly £1,400 a-year for its support. We may here notice the barracks, the mall for the recreation of the citizens, the square, and the deanery adjoining; the union workhouse, and the comfortable hotels, where good post-horses and conveyances can be hired.

The primate's mansion and demesne adjoin the town. The house is a plain, commodious structure; the grounds are extensive, well laid out, and liberally thrown open for the recreation of the citizens. The private chapel and obelisk in the demesne were erected by Archbishop Robinson. That excellent man built the latter to employ labourers in a time of need, and thus, as Mr. Inglis has observed, unconsciously raised a monument to his own worth. The celebrated Ussher was one among the many eminent men who presided over this diocese.

The country about Armagh presents a pleasing contrast to that around the larger towns in the south; we mean as regards the so-

cial condition of the inhabitants. Four miles and a-half east of the town is the village of Hamilton's Bawn, where, in 1641, great cruelties were perpetrated. This place has also been the subject of a humorous poem by Swift, entitled, "Shall Hamilton's Bawn be a barrack or a malt-house?" About the same distance from Armagh, on the road leading to Portadown, is the small town of Richhill, in which considerable markets are held, and till lately a great deal of linen and yarn were weekly disposed of. There are various places of worship in this prettily situated town, and the vicinity is much adorned by the old trees which surround the venerable mansion of the Misses Richardson, the joint proprietors of the town, and a considerable extent of country around. *Castledillon*, the extensive and handsome seat of Sir Thomas Molyneux, Bart., is about two miles and a-half north-east of Armagh; adjoining it, *Hockley Lodge*, the seat of the Hon. H. Caulfield; and at five miles, in the same direction, on the banks of the Blackwater, is the small town of Loughgall. Adjoining is *Manor House*, the seat of Mr. Cope, and the small sheet of water which gives its name to the town and demesne. *Drumilly House* is on the westside of the little lake. From the tower of the cathedral a prospect is obtained of the rich, beautifully varied, densely populated, and comparatively well cultivated country lying around the city of Armagh—a country, though inferior in its characteristic beauties, physically considered, to many other portions of the kingdom, is, in its moral aspect, equal, if not superior to any other inland district of equal area.

We may add, that this view is obtained, though in a considerably modified degree, from the yard of the cathedral.

SECOND ROAD.

The nature and character of the country travelled through from Poyntzpass to Markethill, and thence to Armagh, is of a somewhat similar character to that lying around, and which we have already noticed in the preceding roads.

MARKETHILL

is a thriving small town, surrounded by the large demesne and other improvements of the noble proprietor, the Earl of Gosford. The mansion, *Gosford Castle*, is a large modern structure, in the Norman style of architecture.

Three miles to the west of Markethill is the hill called the Vicar's Cairn, a remarkable feature. It is 814 feet high, and affords an extensive view of the beautifully undu-

lating country which stretches far around.

Those conversant in rural affairs will observe a decided improvement in the management of the small farms into which this country is sadly divided, as compared with other districts under similar circumstances; this advancement in agricultural knowledge is principally owing to the exertions of the late Mr. Blacker, the well-known advocate of agrarian allotments, and the land agent to Lord Gosford and Colonel Close. The surface of the country increases in beauty, the culture is better—and, what is better far, the habitations and condition of the people improve, as we approach the archiepiscopal city.

No. 154.—DUBLIN TO NEWTOWNHAMILTON.

BY DUNDALK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newtown-hamilton.
Dublin,	—	—	71
Dundalk, by Rail, as in No. 17,	—	54½	16½
Forkhill, by Road,	6	60½	10½
Newtownhamilton,	10½	71	—

This road is not travelled by any of the public coaches, but conveyances can readily be obtained at Dundalk. The road passes through the Fews group of mountains, which, though comparatively low, are important features in that part of the country. They are of the schistose formation, and are separated from the granite group of Slieve Gullien by the valley through which the road from Forkhill to Markethill is carried. Generally speaking, they form part of the mountain chain which extends from Carlingford Lough to Newtownhamilton, a dis-

tance of twenty-six miles. Between Dundalk and Newtownhamilton there is a considerable extent of bleak, poor, hilly country, which contrasts strongly, in its nature and appearance, with the richer tillage lands of the counties of Louth and Armagh, extending on either side of it. At five and a-half miles from Dundalk we leave the county Louth and enter the county of Armagh, passing at two miles to the right *Forkhill House, Forkhill Lodge*, and village, and about the same distance to the left, the villages of Creggan and Crossmaglen, with their churches and

chapels. Between the latter villages, is *Urcher Lodge*, the residence of Mr. Ball. As we advance through this diversified, hilly, bleak country, we pass, at ten miles from Dundalk, close to the road on the right, the remains of an extensive encampment, the intrenchments of which are, in comparison with others, of great extent. It is said to have been one of the strongholds of the O'Neills of Ulster; and that in 1646 a part of Cromwell's army encamped here. Thirteen miles from Dundalk we leave *Harrymount* on the left.

Newtownhamilton is romantically situated in the midst of what is called the Few's mountains. Their principal summits, which lie to the north of the town, are Darigry, Deadman's Hill, and Armagh Brague, respectively attaining an elevation of 1,093, 1,178, and 1,200 feet, and affording from their summits not only an extensive view of the mountain chain of which they form a part, but also of the wavy country lying around. The hills on the south side of the town do not much exceed 800 feet in altitude, with the excep-

tion of Mullyash, which rises 1,034 feet, and which we noticed in the preceding road.

This small town, which contains a church, meeting-house, and sessions-house, has sprung up since 1770. Previous to that period attempts were made to establish localities at Blackbank and Johnstown's Few's in the neighbourhood, and a barrack erected by the Government for their protection. The former failed, and the ruins of the barrack still remain. Newtownhamilton carries on no trade: there are, however, regular fairs and weekly markets; and the town and surrounding country are improving.

Numerous streams here issue from the surrounding Few's hills. These streams generally flow northward through the varied, hilly country, and join the Callanwater, which runs a little to the west of Armagh and falls into the Blackwater at Moy. On clearing the Few's mountains we reach that fertile and populous part of the county of Armagh which we have noticed generally in connexion with the preceding roads.

No. 155.—DUBLIN TO CALEDON.

FIRST ROAD, BY ARMAGH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Caledon.
Dublin,	—	—	106½
Armagh, by Rail, as in No. 153, .	—	97½	8½
Caledon, by Road,	8½	106½	—

SECOND ROAD, BY MONAGHAN AND TYNAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Caledon.
Dublin,	—	—	99
Monaghan, as in No. 132,	—	87	12
Middletown,	7	94	5
Tynan,	8	97	2
Caledon,	2	99	—

THIRD ROAD, BY MONAGHAN AND GLASLOUGH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Caledon.
Dublin,	—	—	96½
Monaghan, as in No. 132,	—	87	9½
Glaslough,	6	93	3½
Caledon,	3½	96½	—

In the present state of the railways, the FIRST ROAD, by Armagh, No. 153, is the easiest and best way of reaching Caledon.

The thickly inhabited and fertile country travelled through between Armagh and Caledon partakes of the same varied character as that noticed in the description of the environs of the former town.

At about five and a-half miles we pass on the left the village of Killylea, and on our right the demesnes of *Elm Park* and *Knappa*.

Just before we reach Caledon, we cross the Blackwater, which here defines the counties of Armagh and

Tyrone, as also the Ulster canal, that serves to connect the large and important inland loughs Erne and Neagh.

In regard to rural improvement, in its general sense, Caledon is one of the most interesting localities in the north of Ireland. *Caledon Hill*, the seat of the Earl of Caledon, in its fine mansion, extensive park, venerable trees, and beautiful gardens, presents much to regale the senses; and the adjacent village, in its suitable places of worship, commodious hotel, and comfortable houses, suited to various classes, with their appropriate gardens, affords matter to

gratify the mind; while the clean town, the neatly fenced fields, and the highly improved farms in the vicinity, remind us of many of the more improved parts of the sister kingdoms.

The extensive flour mills in the village of Caledon, and the flax scutching mills at the Dyan, a hamlet in the centre of the estate, three miles from Caledon on the road leading to Dungannon, show the encouragement held out on the one hand to the cultivation of wheat, and on the other, to the growth of flax; and the stately pillar in the demesne, erected by the inhabitants of the surrounding country, to commemorate the many virtues and practical patriotism of the late Earl of Caledon, by whom all the improvements we have glanced at were effected, serves to show the estimation in which they were regarded by those who were best able to appreciate their worth; while the care evinced to preserve what has been done, and the system of management pursued throughout the Caledon estates, must convince every one conversant in rural affairs, that a broad basis is being laid of future and permanent improvements, alike beneficial to landlord and tenant.

Adjacent to *Caledon*, on the south-east, is *Tynan Abbey*, the beautiful seat of Sir James Stronge, Bart. The mansion, as the name implies, is built in the abbatial style; the grounds are prettily planted, and the rural hamlet of Tynan, with its various places of worship, is contiguous to the demesne. *Glaslough*, the fine seat of Mr. Leslie, also adjoins Caledon on the south-west. This, the most extensive of these demesnes in its beautifully-varied surface, as also in its woods and plantations, contains two pretty natural lakes finely embosomed in wood. *Glaslough demesne*, like those of *Caledon* and *Tynan*, has also

its neat contiguous village, which likewise contains its church and school. Conjointly, the demesnes of *Glaslough*, *Tynan*, and *Caledon*, from the extent and disposition of their woodlands, tend greatly to embellish the scenery of the district.

Bondville lies about two and a-half miles to the south of Caledon, on the road leading to Monaghan by Middletown; and *Mount Irwin* is about two miles to the south-east; *Woodpark* and *Fellows Hall* also lie about the same distance, and in the same direction.

Middletown, which contains several well built houses, a church, Presbyterian meeting-house, fever hospital, and inn, is five miles from Caledon, also on the road leading to Monaghan. Many of the improvements in this little town, and the parish in which it is situated, were effected by the fund left for that purpose by Dr. Sterne, a former bishop of Clogher; and from that fund, the schools, dispensary, and fever hospital are still maintained.

By the SECOND ROAD, coaches run daily to and from Monaghan in connexion with the trains from Castleblayney to Dublin; and by the third road, a mail car runs daily to and from Monaghan and Armagh, via Glaslough. By either of these roads we have but little to offer in addition to the remarks made on the adjacent lines of road in connexion with Monaghan, No. 132.

In proceeding from Monaghan by Middletown, at five miles from the former, we enter the county of Armagh, where we meet the Castle Shane and Caledon road, run through an uninteresting tract of country, and pass the ruins of Ardgonnell, once a fortalice of the O'Neills, before we reach Middletown.

By the third road, we pass through a more interesting country to Glaslough.

No. 156.—DUBLIN TO COLERAINE.

FIRST ROAD, BY BELFAST, BALLYMENA, AND BALLYMONEY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Coleraine.
Dublin,	—	—	171½
Belfast, by Rail, as in No. 17,	—	112½	59
Greencastle,	2½	115	56½
Whiteabbey,	1½	116½	54½
Carrickfergus Junction,	2½	119½	52½
Ballynure,	4½	123½	48
Ballypalady,	2½	125½	45½
Dunadry,	5½	131	40½
Antrim,	3	134	37½
Drumsough Junction,	3½	137½	34½
Ballymena,	8	145½	26½
Ballymoney,	18	163½	8½
Coleraine,	8½	171½	—

In this line we have anticipated the completion of the railway from Ballymena to Coleraine by a few months. That, however, will make very little difference to the tourist, at least in the distance travelled over.

From Belfast to the Carrickfergus Junction the railway keeps along the northern shores of the estuary, or, as it is generally termed, the Lough of Belfast, holding generally a parallel course with the public road; and while the manufacturing villages of Greencastle and Whiteabbey, with their large flax-spinning mills, are indicative of the extent to which this all-important branch of trade is here carried on, the numerous villas, with their accompanying gardens, which adorn the banks for at least six miles, afford indubitable proofs of the wealth and taste of the merchants and traders by whom they are chiefly occupied.

The older and larger villas in the immediate vicinity of Belfast we have noticed in our glance at the environs of that part of the town, No. 17, but those above referred to are even now too numerous for particularization in our limited space.

From the Carrickfergus Junction we run along the sides of a shallow glen to the summit level of the line, whence from the bleak and indifferently cultivated table land a general view is obtained of the outlines of the valley through which our way lies from Antrim to Coleraine. This valley is bounded on the north by the mountain chain lying along the shore, commencing near Larne with Agnew's hill, and ending at Ballycastle with Knocklayd; and on the south by the low intermitting hills that rise from the shores of Lough Neagh, and thence run along the valley of the Bann.

About eight miles from the Carrickfergus Junction the village of Templepatrick is passed on the left. This was one of the earliest settlements of the Presbyterians in Ulster; and here Josias Welsh, grandson of John Knox, is said to have presided over the infant church. Close to the village of Templepatrick is *Upton Castle*, the seat of the Viscount Templetown. The small but venerable mansion, originally built by Sir Robert Norton in the reign of Elizabeth, has been repaired, and the estate, of late years, much im-

proved. About two miles to the north of Templepatrick is the village of Ballywalter, and at three miles that of Doagh, near which is *Fisherwick*, formerly a hunting seat of the Donegal family.

As we descend to Antrim several bleach-greens, with their accompanying comfortable residences and neat gardens—the almost invariable adjuncts to these establishments—are passed, and the country improves in culture and appearance as we approach the town.

ANTRIM,

which, like many of the older northern towns, commences its ecclesiastical history with some church or monastery founded by St. Patrick, stands on the banks of the Six-mile-water, one of the tributaries to Lough Neagh, and is only separated from the lake by the demesne of Antrim Castle, the fine baronial seat of the Viscount Massareene. It consists principally of two good streets, and carries on some trade in bleaching, paper-making, hosiery, weaving of linen and calico. The weekly markets are comparatively small. There are two meeting-houses for Presbyterians, two for Methodists, and the parish church; a union workhouse, and two inns, where cars and boats can be obtained. We may state that Antrim is one of the many places which lay claim to the honour of being the birth-place of the late celebrated Dr. John Abernethy.

Passing over the doleful series of battles and burnings, which occupy so much of the political history of Antrim from 1600 to 1798, when Lord O'Neill, father of the present peer, was killed in endeavouring to prevent the conflict which ended in the rout and slaughter of many of the insurgents, we may notice the round tower, one of the most perfect of these ancient structures, which stands in the villa grounds of *Steeple*,

adjacent to the town. Adjoining *Steeple* are the villas of *Springfarm*, *Birchhill*, and *Holywell*; and on the Belfast road, within two miles of Antrim, are *Muckamore Abbey* and *Summerhill*—*Greenmount* lies about a mile to the south of the town.

Antrim is situated on by far the most interesting part of the shores of Lough Neagh, and is the most important town contiguous to that vast sheet of water. The park of the Viscount Massareene, whose mansion adjoins the town, extends for two miles along the shores of the lake to the south; while that of *Shane's Castle*, the seat of the Viscount O'Neill, stretches for three miles along its waters to the west. *Shane's Castle* is the oldest, the largest, and the best wooded demesne in the north of Ireland; and though its surface is generally flat, it possesses, from its situation, many features of beauty—nay, even of grandeur. It is enlivened by the Maine water, which runs through the centre of the demesne in its progress to the lake.

In 1816, *Shane's Castle*, the residence of the O'Neills for many centuries, was accidentally burned—the plate and family papers only saved. Previous to the destruction of the old building, which was a plain small structure, a magnificent addition was in progress. His lordship, however, has fitted up a residence at a considerable distance from the castle, adjoining the offices, and abandoned to the ruthless hand of time the old castle and its unfinished appendages, save the large fortified esplanade and modern conservatory. Strangers have access to this demesne; and the views of the lake, the ruins, the extent of young and old plantations, and the associations connected with the place as the residence of the O'Neills, will render it interesting as well to the historian as to the admirer of rural scenery.

Randalstown adjoins the demesne

of *Shane's Castle*. It is a neat little town, pleasantly situated on the banks of the Maine water, and contains a comfortable inn where conveyances can be hired, market-house, church, R. C. chapel, and two places of worship for Presbyterians. The trade carried on is principally the manufacture of cotton and linen. At the weekly markets there is abundance of agricultural produce for sale; and, till lately, at the monthly fairs a great deal of linen, manufactured in the densely-peopled surrounding country, was disposed of.

For general description of Lough Neagh, see No. 17, p. 174.

Although Lough Neagh and the country lying around it is seen to most advantage from the summits and acclivities of the Divis and Cave hills, which rise from its eastern shores, yet from many of the elevated points of *Shane's Castle*, and of the shores around Antrim, the traveller will be able to form some idea of the visual area of this, the largest of our lakes, the surface of which is unbroken save by Ram's islet, and to see that, however much such melancholy wastes of water may excite emotions of sublimity from extent, they are less effective in scenery than those smaller and lovelier lakes, the shores of which the unaided eye can readily embrace. On Ram's island, which is a mere speck, there stands, in addition to Lord O'Neill's cottage, one of the ancient round towers.

Toome, the first bridge that spans the Bann, is six miles west from Randalstown, and ten above Portglenone. It is situate on the neck of land which separates Lough Neagh from Lough-beg. The Bann, which issues from the former, expands at half a mile into Lough-beg, which is about four miles long by one and a-half broad; and resuming the river character, proceeds through a flat and uninteresting country as far as Portglenone.

We may add that from Lough Neagh to within four miles of Coleraine, the Bann forms the boundary of the counties of Londonderry and Antrim.

At Toome bridge, whence goods are conveyed by the tug steamers to Portadown, there is a small hamlet and a comfortable inn. About a mile and a-half to the north of Toome is *Moneyglass*, the seat of Mr. Jones. We may remark that the proposed railway from Randalstown to Cookstown will pass through Toome.

Resuming our route by rail from Randalstown to Ballymena, it is highly gratifying to trace the progressive rural improvements between these towns—these improvements, embracing not only the cultivation of the soil, but also the dwellings and comforts of the husbandmen. We may here observe that the prevailing flatness and monotony of the valley travelled through between Antrim and Ballymena is greatly relieved by the mountain chain which stretches along the coast, and particularly by the higher summits of Collin Top, Trostan, Sleamish, Slievanorra, and Knocklayd, which, in the above order, rise 1,419, 1,810, 1,437, 1,676, and 1,685 feet above the sea—Sleamish being a very remarkable feature in the scenery of the district.

About four miles from the Randalstown and Drumsough Junction we pass the road leading to the adjacent villages of Kells and Connor, the latter having been, at a remote period, a diocesan seat.

Ballymena, in point of extent, population, and trade, is the second town in the county of Antrim. It is situated near the centre of the plain we have already noticed, and watered by the Braid rivulet, which unites with the Main water two miles below the town. The linen trade was carried on very spiritedly here, and still is to a considerable extent. There are three branch

banks, the places of worship common to the larger towns of Ulster, a commodious hotel, and market-house, lately erected; and, altogether, this business-like town has a thriving aspect. Near the town is *Farm Lodge*, the occasional residence of Mr. Adair, the principal proprietor of Ballymena; and a mile to the west of the town, on the road leading to Portglenone, is *Galgorm Park* and *Galgorm Castle*, till lately the seat of the Earls of Mountcashel, and at two miles, on the right bank of the Main water, are the village and Moravian settlement of Grace hill. The latter was established in 1746. Three and a-half miles from Ballymena, and also on the Portglenone road, is the village of Ahoghill, where there are a church and two Presbyterian meeting-houses. About three and a-half miles from Ballymena, on the road to Glenarm, is the small town of Broughshane, which is adorned by the plantations of *Tullamore Lodge*, a seat of the Viscount O'Neill. This place is refreshed by the Braid rivulet, which issues from the romantic neighbouring hills. Adjoining *Tullamore Lodge* are *Knockboy*, *Bushyfield*, *Whitehall*, and *Oakfield*. At three miles to the east of the town is *Crebilly*, the residence of Mr. O'Hara. The country around Ballymena is interesting, and everywhere bears marks of improvement and industry.

The small town of Portglenone is situate about nine miles from Ballymena on the right bank of the Bann. Near the town is *Portglenone House*, with its beautiful demesne.

Between Ballymena and Ballymoney the country is in many places flat, boggy, bleak, and uninteresting. At seven miles from the former we leave *Springmount* and the village of Clough from one to two and a-half miles to the right, and pass the hills of Dunloy, which attain an elevation of 707 feet, on our left. The village of Dunloy is near the base of the highest summit, and within six

miles of Ballymoney. To the east of Dunloy hill are the Craigs rocks, where there are some Druidical remains and artificial caverns—whence, and still better from Dunloy hill, good views of the Lower Bann, Lough Neagh, and the adjacent country are obtained.

Ballymoney is not so important a town as Ballymena; it is, however, improving, and carries on the same description of trade, but to a much less extent. It is irregularly built, and there is nothing remarkable in its town-hall, church, and various meeting-houses for Presbyterians, &c. It is situated within three miles of the Lower Bann. The country around is fertile and much improved, and the general intercourse of the town and neighbourhood have been benefited by the new roads lately run to Ballycastle and to the county of Derry, crossing the Bann at Agivey. At the inns conveyances can be hired.

Adjoining Ballymoney is *O'Hara-brook*, the seat of Mr. O'Hara; *Leslie Hill*, Mr. Leslie; *Greenville*; and at three miles, *Ballymacree*, Mr. Anderson.

Eight miles north from Ballymoney, on the road leading from Ballymena to Ballycastle, is *Lisanoure Castle*, the fine seat of Mr. M'Cartney. This was the residence of the late Earl Macartney; and it is said that the fragment of the old building removed in 1829 to make room for the mansion, which has since been accidentally burned down, was part of the castle erected by Sir Philip Savage, in the reign of King John. The demesne contains the small Lough Goile, from which the parish is named.

The village of Dervock is about four and a-half miles from Ballymoney, on the road to Bushmills; and *Benvarren*, the residence of Mr. Montgomery, is about six miles.

COLERAINE,

the second town in the county of

Derry, is situated on the the right bank of the Bann, four miles above the mouth of its estuary, and connected by a handsome stone bridge with the suburbs of Waterside and Killowen, which lie on the west side of the river. Looking at the map, Coleraine and its eastern liberties appear naturally to belong to Antrim, and to have been severed from that county as the city of Londonderry and its liberties were from Donegal.

Coleraine, which returns a member to the Imperial Parliament, is irregularly built, and can boast of only one good street; but in the square called the Diamond, and the other streets which branch off it in various directions, there are many well-built houses. The town, however, is improving and increasing as regards both extent and trade, notwithstanding the insuperable obstacles presented by the bar at the mouth of the river, and these, we are happy to say, will soon be obviated by the new harbour at Portrush, and the branch railroad connecting that flourishing little seaport town with Coleraine. The imports are timber, iron, coals, flax, &c. The exports are principally pigs, grain, bacon, butter, and other provisions, among which we may particularize salmon, about forty tons of which are annually caught in the Bann. The manufactures in the town and neighbourhood are much less than formerly, if we except the linen weaving, which till lately was principally done in the cottages of the surrounding peasantry. The linen made here is well known in trade as "Coleraines," and a good deal is bleached in the neighbourhood for the London market.

At the weekly markets extensive sales of corn and other provisions are made. There are branches of three banking companies in the town, numerous retail shops, and a commodious market-house.

The town hall is in the Diamond.

The church, R. C. chapel, Presbyterian, Independent, and Methodist meeting-houses are scattered throughout the town, and as buildings are not remarkable. To these we may add the union workhouse, and the two hotels—one in the Diamond and the other near the Derry railway station—where post-horses and conveyances can be obtained.

Though this town lays claim to very remote antiquity, there does not appear any thing very interesting in its history till the reign of Elizabeth, when the whole district became forfeited to the crown, and was granted in 1613, by her successor, under restrictions, to a number of London merchants, incorporated by charter, under the designation of the "Governor and Assistants, London, of the New Plantation in Ulster." To this society Coleraine, and a great part of the county of Londonderry, under certain conditions, still belong; but the town is let on leases under the society, and this will account in a great degree for the state of many parts of it. The Parliamentary Commissioners, however, now investigating the affairs of the corporation of the city of London, recommend that the services of the "Governors and Assistants," so far as regards the management of the Irish estates, be dispensed with.

By the Bann are the vast overflows of Lough Neagh borne through a rich valley to the Atlantic. At twenty-five miles from where it leaves the lough, and a mile above Coleraine, this fine river falls over the Salmon Leap, a ledge of rocks thirteen feet in height, where it meets the salt water, and thence, as a broad and deep tidal stream, at five miles onward, mingles with the ocean. Above the town, the scenery along the river banks for several miles is soft and beautiful, particularly at *Somerset*, the beautiful seat of Mr. Richardson,

which embraces one half of the Salmon Leap above referred to. *Cromore*, the seat of Mr. Cromie, is about three miles from Coleraine on the road to Portstewart. The railway now open from Coleraine to Derry, and those in progress to Ballymena, Portstewart, and Portrush, taken in connexion with the new harbour at the latter, will tend greatly to the advancement of Coleraine—in short, will render it a great rival to Derry.

Below the suburb of Killowen is *Jackson Hall*, and adjoining Coleraine is *Millford*.

Portstewart, which is a charmingly-situated watering place, and Portrush, which is equally interesting in a business point of view, will, on the opening of the railway, be brought, as regards time, into almost immediate contact with Coleraine—the latter being by road about six miles, and the former about five miles from that town. Already they are respectably inhabited, possess comfortable hotels, and during the summer months are well frequented; and, with the increased facilities of communication which they will soon enjoy, bid fair to become, as well for recreation as business, places of general resort. Add to these advantages, that the railway will bring Portrush within three miles of Dunluce, and within ten of the Giant's Causeway—thus connecting it with the more interesting portions of the coast scenery of Antrim, and these we shall notice in our subsequent roads.

Interesting as is the portion of the Antrim coast to which we have just referred, there is on the other,

or Derry side of Coleraine, a very striking tract of cliff and coast scenery disclosed by the Londonderry and Coleraine Railway. See No. 160.

The mouth of the Bann, and, indeed, the greater part of its estuary, is dreary and uninteresting from the vast accumulations of sand along the shores. And the high, dreary, moorland tract over which the public road from Coleraine to Newtownlimavady is carried, presents but few attractions.

Downhill, the seat of Sir Henry Bruce, Bart., is about six miles west from Coleraine, either by road or by rail. The large mansion was erected by the late Earl of Bristol, Bishop of Derry, in the Italian style, and interiorly adorned with fine pictures and statues. It was accidentally burned down some years ago, and is now in ruins. From its elevated and exposed position on the edge of the sea-cliff, it is still a remarkable feature for many miles along the coast. No plantations could be got up around it; they are confined to the sheltered glens.

Moville, Greencastle, and indeed the whole tract of country connected with Inishowen head, are, since the opening of the railway from Londonderry to Coleraine, with the branch railway to Magilligan point, now in progress, much more easily reached from Coleraine than from Derry, the whole distance by rail and steamer to Greencastle, being only fourteen miles. By this route Greencastle, where the above railway company are forming a watering place, will soon become a place of much resort. See No. 160.

DUBLIN TO COLERAINE.

By Road 147 1/2 St. Miles

By Rail & Road 152 St. Miles



No. 157.—DUBLIN TO COLERAINE.

SECOND ROAD, BY ARMAGH AND DUNGANNON.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Coleraine.
Dublin,	—	—	163½
Armagh, by Rail, as in No. 153,	—	97½	65½
Charlemont, by Road,	7	104½	58½
Dungannon,	5½	110½	53
Stewartstown,	7½	117½	45½
Cookstown,	6	123½	39½
Moneymore,	5	128½	34½
Magherafelt,	5	133½	29½
Maghera,	9	142½	20½
Garvagh,	10	152½	10½
Coleraine,	10½	163½	—

From Armagh to Coleraine there are regular conveyances in connexion with the railway.

On passing the immediate vicinity of Armagh, noticed in No. 153, at about four miles from that city we leave, at two miles to the right, the prettily situated village of Loughgall, adjoining which are *Drumilly* and *Manor House*, already noticed. On the left, about the same distance from Armagh, and a mile from our road, on the banks of the Ulster Canal, is the village of Blackwatertown.

Charlemont and Moy may be said to form one small town—they are merely separated by the Blackwater, the former being on the Armagh, the latter on the Tyrone side of that river.

Charlemont was formerly a place of some importance in a military point of view, from its commanding the pass of the Blackwater; and is now the ordnance depot for the north of Ireland, and head-quarters for the artillery of that district. The castle is a place of considerable strength; and the barracks are capable of containing two companies of artillery.

Moy, the larger and more important place, carries on a little trade in corn, timber, coal, slate, and

other articles suited to the wants of the populous surrounding country, for which it is well situated—the Blackwater being navigable for barges of considerable burthen down to Lough Neagh, and the Ulster Canal joining that river near the town. There are several large bleach-greens; and the weaving of linen, till lately, was carried on to a considerable extent.

About three miles and a-half east from Charlemont is *Ardress*, the seat of Mr. Ensor; one mile farther, *Crow Hill*, Mr. Atkinson; and at two miles farther, *Clontylew House*, Mr. Obrie; and near these places are several other villas. On the right bank of the Blackwater, a little below the junction of the Callan, is *Argory*, the residence of Mr. M'Geough Bond; and at four miles, also on the Blackwater, adjoining Verner's bridge, are the hamlet and demesne of *Church Hill*, the latter the handsome seat of Colonel Verner. From the high ground which this demesne occupies, it is a striking feature in the flat country around.

Church Hill is only three miles from Lough Neagh, and from the village of Maghera, where the Blackwater falls into the lough. A canal of four miles in length runs

from the Blackwater at Church Hill to the Dungannon coal works. The shores of this part of Lough Neagh, and for several miles to the north and east, are flat, boggy, and desolate—the peat moss extending in large unbroken tracts.

Roxborough Castle, the fine seat of the Earl of Charlemont, adjoins Moy; and three and a-half miles above the town, on the banks of the Blackwater, is the hamlet of Benburb, near which are the parish church, meeting-house, schools, and ruins of Benburb castle; also an aqueduct, and some deep excavations connected with the Ulster Canal. At Benburb the English army, in 1597, under Lord Deputy Boroughs, was twice defeated by the Irish under the Earl of Tyrone; and in 1696, the forces under General Munroe sustained another defeat from the Irish under Sir Phelim O'Neill.

Proceeding from Moy to Dungannon through a thickly inhabited and considerably diversified country, we pass, near the former, on the right, *Grange House*, and drive through *Northland Park*, the seat of the Earl of Ranfurly, the proprietor of

DUNGANNON,

which appears to have been the chief seat of the O'Neills, from the earliest period of Irish history to 1607, when the last of these powerful chieftains fled to the continent, and his possessions were granted by James the First to Sir Arthur Chichester, ancestor of the present Marquess of Donegal. Like all our towns, its history is a continued series of war and waste down to 1689. The only remarkable historical event connected with this place, since that period, is the assembling of the delegates from the Ulster corps of volunteers in 1782, who passed resolutions declaratory of the independence of the Irish Parliament.

Dungannon is the largest town

in Tyrone. It returns a member to the Imperial Parliament, and is situated at the termination of the hilly grounds near the east end of the county, and within seven miles of Lough Neagh. It is well laid out, contains many good houses, and is lighted with gas. Like all our northern towns, the business, in addition to the retail trade, consists of weaving and bleaching linen, and the sale of agricultural produce—the weaving and bleaching were, till lately, carried on extensively. There are also a large distillery, a brewery, and several corn mills: and to these we may add the small manufactories for coarse earthenware in the neighbourhood; and about a mile from the town, the Drumglass collieries, the most extensive in Ulster, and now worked by the Hibernian Mining Company.

In the market-house, court house, church, Presbyterian, Roman Catholic, Methodist places of worship, and union workhouse, there is nothing remarkable. The college was founded in 1628, and the present house built in 1786, during the primacy of Dr. Robinson, who contributed towards its erection. The lands with which this school is endowed produced, a few years ago, a yearly rent of £1,450. At the inn good post-horses and carriages can be hired.

At the lower end of the town is the fine modern mansion of the Earl of Ranfurly—the pleasure-grounds lying around the house being connected with those of the park by a tunnel running under the public road which leads from Dungannon to Stewartstown.

The country immediately around the town is generally fertile, and densely peopled. On the east, towards the shores of Lough Neagh, it is flat, featureless, and swampy; but on the west, the hills which diversify the surface blend at about eight miles with the group of moun-

ains extending to Newtownstewart, and which we have adverted to in connexion with the towns of Omagh, Gortin, and Newtownstewart, in No. 132.

At two and a-half miles from Dungannon, on the road leading to Omagh, is the neat, thriving village of Donaghmore, where, it is said, St. Patrick founded an abbey, over which he placed St. Columb; no vestiges of it, however, now remain, save an ancient stone cross. At Donaghmore is an extensive and celebrated ale brewery; and adjoining the town is *Mulhygruen*, the residence of Mr. M'Kenzie, to whose exertions the present neat appearance of the town is owing; and it appears that *Mulhygruen* was at one time the residence of the celebrated Rev. G. Walker, defender of Londonderry. At nine miles, on the road leading to Newtownstewart, is the village of Pomeroy, close to which is *Pomeroy House*, the seat of Mr. Lowry. This little village is on the outskirts of that vast tract of mountain, moor, and bog, which occupies so great a portion of the counties of Tyrone and Derry, which we have already noticed, and will still have occasion to refer to as we proceed northward.

Two and a-half miles from Dungannon, on the road to Ballygawley and Omagh, is the village of Castle Caulfield. This town was founded by Sir Toby Caulfield, afterwards Lord Charlemont, whose castle, with the additions made to it by the succeeding Earls of Charlemont, were suffered to go to ruin. In the church is a neat mural monument to the memory of the Rev. G. Walker, the defender of Londonderry. There is also a Presbyterian meeting-house in the village. A mile from the village is *Parkanour*, the seat of Mr. Burgess, where a very fine mansion, in the Tudor style, has lately been built.

To the votaries of Sylva we may notice that there are three of the

largest ash trees in the north of Ireland in this part of the country—one in *Northland Park*, one in *Church Hill* demesne (Colonel Verner's, about six miles from Dungannon), and the other in the churchyard of Tullyniskan.

Resuming our route, on leaving Dungannon for Coleraine, we pass, at three miles from the former, *Lisdhue*—a mile to the east of which is the small trading village of Coal Island. This village is connected with the Blackwater by a canal cut of about four miles, along which the coals raised here are borne to Lough Neagh, and to the Newry navigation. The coals are only fit for lime or brick works; and in these branches of manufacture they are here found useful. At Coal Island, and Oghran, and New Mills, in the neighbourhood, are small iron works, where spades and shovels are made. Roughan Castle and lake are near *Lisdhue*; *Mullinagore Lodge*, the residence of Mrs. Stafford, is three miles to the west; and *Bloom Hill* at two miles to the north.

Stewartstown is a thriving, well-built town, where, till of late years, a considerable trade in the manufacture of linen and union cloth was carried on. The town, which is situated about three and a-half miles from the western shores of Lough Neagh, has a neat, cheerful appearance, and contains places of worship for Episcopalians, Presbyterians, and Roman Catholics.

The country immediately around the town is fertile and undulating; but along the shores of the lake it is low, flat, and marshy. *Mullantain*, Mrs. Hall, adjoins the town; and two miles to the east of it and a like distance from Lough Neagh, is *Stuart Hall*, the seat of the Earl of Castle-Stuart, and *Belmount*, *Barnshill*, *Belleville*, and *Donaghhenry*, are in the vicinity of Stewartstown; and near *Belleville* are the ruins of Mountjoy Castle.

A road branches off at Coal Island to Moneymore, by Stewartstown, passing within two miles of the village of Coagh; but the line we have laid down, although two miles longer, is that travelled by the public conveyances.

At three miles from Stewartstown the traveller reaches the hamlet of Tullyhog, near to which is the rectory, also *Lime Park* and *Loughry*, Mr. Lindsay. On passing the latter we skirt the demesne of *Killymoon*, and enter

COOKSTOWN,

which will strike the traveller from the length and breadth of its single street, the appearance of the cottages, the market square, and the cheerful yet rural character imparted by the trees which line the houses. Beautiful and interesting as are many parts of the country through which we have travelled, still there is about Cookstown, straggling though it be, and the adjacent demesne of *Killymoon*, a simplicity and beauty of character which cannot fail to arrest the attention of the passenger, and to suggest to him how much might be done by the proprietors in increasing the comforts of the people, and improving the appearance of the country. The trade is precisely of the same nature as that so often detailed in the larger towns through which we have passed, as are also the various places of worship. *Killymoon* was long and justly considered one of the best wooded demesnes in this part of Ireland. The castellated mansion is from designs by Nash; and the beautiful grounds of the park are watered by the *Balinderry* river. It was till lately the residence of the first family of the Stewarts that settled in Ireland. It has since repeatedly changed owners.

Cookstown contains a church, a Methodist and three Presbyterian meeting-houses; and in the vicinity

a R. C. chapel and union work-house.

Three miles west of the town is *Oaklands*, Mr. Richardson; and near it, *Wellbrook*, Mr. Gunning. To the north of the town, about two miles, is *Lissan*, the beautifully wooded seat of Sir Thomas Staples, Bart.

Lissan, which is watered by the *Loughry* stream, is romantically situated about four miles from the base of *Slieve Gallion*, rising 1,730 feet, the highest of the mountain chain which commences here and runs northward to *Magilligan* point. About a mile beyond Cookstown we enter the county of Derry, in which we continue for the remainder of our journey.

If Cookstown attract attention from its rural character, the various places of worship, court and market houses, linen-hall, hotel, agency-house and offices of

MONEYMORE

will please the traveller from their style and suitability. These buildings were erected, the improvements throughout the little town made, and all that neatness and good culture which are seen around, by the Drapers' Company of London, to whom Moneymore and a large adjacent tract of country belong. The linen manufacture was till lately carried on extensively throughout the district; and at the weekly markets and monthly fairs considerable quantities of linen, corn, butter, &c., are still sold. There are several handsome private houses in the town, and in the vicinity is *Springhill*, the old mansion and well-wooded demesne of Mr. Conyngnam.

Moneymore is one of the oldest places in this part of the country; the fragments of the castle, the principal remnant of its antiquity, and the scene of many a feudal fray, were unfortunately taken down in 1760, to make room, as it is said, for a small public-house. The town

is only six miles from Lough Neagh, and from the village of Ballyronan, which is on the estate of the Salters' Company. Goods are forwarded across the lake and along the navigable portions of its various tributary rivers.

Though the country towards the lake is generally bleak and boggy, and on the north and west wild and mountainous, it is gratifying to see the rising improvements, particularly in that part of the large district belonging to the Drapers' Company. These improvements consist of roads, plantations, schools, dispensaries, places of worship, and every kind of encouragement connected with territorial property.

Beyond Moneymore there is little to remark till we reach the improving town of

MAGHERAFELT,

where there are markets for linen, corn, &c. The cattle fairs, which are considered the largest in the country, are held monthly. Magherafelt belongs to the Salters' Company of London. It contains the places of worship common to the Ulster towns, a comfortable hotel, a sessions-house, and union work-house.

Near the town is *Millbrook and Farm Hill*. At two and a-half miles, on the road leading to Portglenone, is the village of Castle Dawson, and adjacent is *Moyola Park*, the seat of Mr. Dawson, the Moyola river running through the park in its progress to Lough Neagh. At five miles from Magherafelt, also on the road to Portglenone, is the village of Bellaghy; and Toome bridge is five and a-half miles distant, on the road leading to Randallstown. At three miles west from Magherafelt, on the road leading across the Slieve Gallion mountains to Dungiven and Derry, is the hamlet of Desartmartin; and at eight miles, the village of Draperstown. The scenery connected with

Desartmartin and Draperstown, including the views of Ballynascreen, as seen from various points, is striking; and near Draperstown, romantically situated among the hills, is *Derrynoyd Lodge*, the seat of the Hon. Judge Torrens.

Resuming our route, and proceeding along the bleak and diversified moorland country which skirts the eastern slopes of the Carn-togher mountains, we pass, at six miles, through the small town of Tubbermore; and leaving *Cloverhill*, the residence of Mr. Forrester, a little to the right, and *Fortwilliam* on the left, at about three miles we reach the town of

MAGHERA,

a place of long standing, and frequently noted as well in our ecclesiastical as historical records. The ruins of the old church are interesting, and at the same time a proof of its antiquity. The town, which contains an inn, church, and two Presbyterian meeting-houses, is a considerable thoroughfare from the various roads branching off to Dungiven and Belfast; and at the weekly markets, till lately, considerable quantities of linen were disposed of.

Maghera is situated near the eastern termination of the Sperrin mountains, the chain extending westwards to Strabane, a distance of about thirty-two miles. They are separated from the Munterloney range, holding a parallel course, by a well-defined glen through which the Glenelly river flows. These contiguous mountain ranges spread over a large area and maintain an average height of 1,700 feet—rising, however, at Sawel, which is about the middle of the Sperrin range, to 2,236 feet. Good roads run through all the thickly-inhabited valleys of this upland district; so that the whole is rendered easy of access.

The small town of Kilrea is situated about nine miles from Maghera, on the left bank of the Bann, near

Portnaferry, and on the road leading to Ballymoney.

As we proceed to Garvagh, at two miles from Maghera, we pass, at a mile to the right, *Upperland*, the residence of Mr. Clarke; at five, the village of Swatragh; and passing along the eastern slopes of the hill of that name, at nine miles and three quarters, reach

GARVAGH,

a neat and respectably-inhabited little town, containing various places of worship, and adorned by the adjacent demesne of Lord Garvagh. It is watered by the Agivey river, which rises in the adjacent hills and falls into the Bann about five miles below the town. Adjoining *Garvagh* demesne is the vale of Glenullen and the vicarage; on the banks of

the Agivey, on the northern side of the town, are several villas.

On leaving Garvagh, and clearing the eastern slopes of the hills, the plain extends, and the surface presents a more cultivated aspect, gradually improving in appearance as we approach Coleraine. At three miles from Garvagh we cross the Aghadowey river, another of the Bann's tributaries, on the banks of which are *Rushbrook*, Mr. Knox, and a little to the right, *Ballyderitt*, Mr. Bennett. Passing at eight miles from Garvagh the hamlet of Macosquin and several neat villas and farm-houses, we reach, at nine miles, *Somerset*, the handsome seat of Mr. Richardson, which adorns the banks of the Bann, and contributes to the beauty of the southern environs of Coleraine. See No. 156.

No. 158.—DUBLIN TO ANTRIM.

SECOND ROAD, BY LISBURN AND CRUMLIN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Antrim.
Dublin,	—	—	128
Lisburn, by Rail, as in No. 17,	—	105	18
Gleneavy, by Road,	8½	113½	9½
Crumlin,	2½	116	7
Antrim,	7	123	—

This is the nearest road to Antrim from Dublin, and consequently to all the country lying to the north of it—the only impediment being the want of a regular public conveyance between the railroads at Lisburn and Antrim. At each town, however, well-appointed cars can always be hired.

To many this line of road will be interesting, not only from the country travelled through, but from the proximity of the road to Lough Neagh, and consequently from the facilities it affords of visiting the shores of that large sheet of water, and also of ascending the adjacent

acclivities of the hills along which the road runs, whence views of its great area are obtained.

For area, &c., of Lough Neagh, see No. 17, p. 174, and No. 156, p. 621.

Our road lies along the western acclivities of the hills which spring from the vicinity of Lisburn to the mouth of the Lough of Belfast, and separate the basin of Lough Neagh from the valley of the Laggan.

Of these hills noticed in No. 17, Divis and the Cave Hill are the most remarkable summits.

For about twelve miles the road to Antrim, that is, as far as Crumlin, runs through the estate of the

Marquess of Hertford, the most valuable in Ireland now possessed by any individual.

The village of Glenavy is about two miles from the shores of Lough Neagh, and Ram's Island is nearly the same distance from the edge of its waters. The latter, whose area is only seven statute acres—the largest island on Lough Neagh—contains one of the ancient round towers; and it is conjectured that some monastic buildings once existed here. It belongs to the Viscount O'Neill, whose brother, the late Earl, with his usual good taste, planted and otherwise adorned the tiny island. From the acclivities above the romantically situated little town of Glenavy, a good view is obtained of Lough Neagh, its tame shores, and the circumjacent country. The prospect, however, is better and more extensive from numerous points of the higher hills to the eastward.

The village of Ballinderry is about four miles south of Glenavy. Half a mile from it, and equally distant from Lough Neagh, is Portmore Lough, or Lough Beg, a circular sheet of water of a mile in diameter, and close to it the prostrate ruins of Portmore Castle, erected by Lord Conway in 1664, and which afforded an asylum to Dr. Jeremy Taylor during the Protectorate.

The little town of Crumlin is situated near the Crumlin stream,

which impelled the wheel of the first flour-mill erected in this part of the country by Mr. Heyland, in 1765.

The Crumlin stream, famed for its imaginary petrifying qualities, issues from the acclivities of Divis, seven miles to the east of the town, and falls into Lough Neagh two miles below it.

Adjoining the town are *Glendaragh*, the pretty residence of Col. Heyland, and *Ben Neagh*, Mr. Macauley: in the vicinity are the villas of *Gobrana*, Mr. Whitla; and *Cherry Valley*, Mr. Armstrong.

On the remarkable headland which forms the northern boundary of Sandy bay, an inlet of Lough Neagh, is *Langford Lodge*, the beautiful seat of Mr. Pakenham. The plantations of this demesne stretch along the shores of Lough Neagh, for two miles, and from many points form a striking feature; and the country around presents a cheerful aspect. From this we proceed through a fertile and pleasingly diversified country, passing *Clover Hill*, at two miles on the left, having the lake on one hand and the hills which unite with Divis on the other.

At five miles from Crumlin we pass, on the right, *Greenmount*, and on the left the demesne of the Viscount Massareene, which stretches along the shores of Lough Neagh to Antrim.

No. 159.—DUBLIN TO ANTRIM.

THIRD ROAD, BY BELFAST AND TEMPLEPATRICK.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Antrim.
Dublin,	—	—	129
Belfast, by Rail, as in No. 17,	—	112½	16½
Templepatrick, by Road,	11	123½	5½
Antrim,	5½	129	—

Notwithstanding the Belfast and Coleraine railway, there are still various other public conveyances between Belfast and Antrim. By

rail it is twenty-two and a-half miles, by road, sixteen and a-half. Irrespective, however, of distance and time, we would recommend strangers to drive, at least for once, along this line, as from it more extensive views are obtained of the town, lough, suburbs, and generally of the country lying around, than from any other public road.

In our very brief view of the environs of Belfast, No. 17, pp. 180, 181, and 182, we have just glanced at the town and its suburbs, including in that view the first four miles of our present route.

On passing *Dunedin*, the villa of Mr. Whitla, which we have in that sketch particularized, we continue gradually to ascend for the next two miles, commanding as we advance

still more extensive prospects of sea and land. On rounding the Cave hill we emerge on the bleak table-land, whence an extensive view is obtained of a considerable portion of the county of Antrim. This view we have referred to in No. 156.

We may here observe that from several parts of the road from Belfast the traveller can readily ascend to the summit of the Cave hill, whose grassy crest affords a magnificent prospect of all around.

From the summit of our road to the first crossing of the Belfast and Coleraine railway is three miles, and thence it holds, generally, a parallel course with it to Antrim. See No. 156.

No. 160.—DUBLIN TO LONDONDERRY.

SECOND ROAD, BY COLERAINE, WITH BRANCHES FROM BRIGHTER STATION TO NEWTOWNLIMAVADY, AND FROM MAGILLIGAN JUNCTION TO GREENCASTLE.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Londonderry.
Dublin,	—	—	206
Coleraine, as in No. 156,	—	171½	34½
Castlerock, by Rail,	6½	178	28
Downhill,	1½	179½	26½
Magilligan Junction, (branch to Greencastle—with ferry of 1 mile—5½ miles,)	8	182½	23½
Bellarena,	3	185½	20½
Brighter, (branch to Newtownlimavady 2½ miles,)	4½	189½	16½
Ballykelly,	3	192½	13½
Carrickhugh,	1	193½	12½
Muff,	5	198½	7½
Culmore,	2½	201	5
Londonderry,	5	206	—

This, the second road to Londonderry, as compared with the first, No. 132, affords a practical proof of the old saying, that “the longer way round is often the shorter way home”—this line being wholly by rail—the first having forty-seven

miles of road travelling. This line too, we may remark, will, on the completion of the rail from Ballymena to Coleraine, here anticipated, be the longest direct line of railway in Ireland.

The railway from Coleraine to

Londonderry sweeps around the mouth of the Bann, and thence along the southern shores of Lough Foyle to Londonderry. It displays in its progress the shores of both estuaries—the Bann and the Foyle—exhibits, in their grandest points of view, the cliffs of Magilligan, with many of the mountains of Inishowen, and shows, in the large area won from the influence of the tidal wave, what may be effected by the agency and industry of man.

Between Coleraine and Castle-rock stations, views are obtained of the estuary of the Bann, and of the vast accumulations of sand which impede its navigation, and render necessary the construction of a harbour at Portrush.

At Downhill station a partial view is obtained of the ruins of that mansion whence the station is named, and which we have noticed in No. 156, p. 624, and hence to the Bellarena station may be said to commence the cliff scenery to which we have just referred.

How striking the contrast which the coast scenery here presents with that to the east of Portrush! There we travel along the top of the high basaltic cliffs, and look down with wonder and awe on the ocean surges heaving and breaking on the wave-worn rocks—here we are carried along the base of the far higher sandstone cliffs of Magilligan, and look up with composure on the high escarpments which tower over the pastoral and picturesque acclivities that blend with the sandy plains stretching along the shores of Lough Foyle.

This sandy plain is quite unique in our sea-girt isle. Here, the ceaseless action of the ocean, unaided by man, formed the grand embankment, and wooed him to industry; and that the invitation has been accepted, the low but comfortable dwellings of the husbandmen, with the crops that now cover the surface of what other-

wise would have been a vast, an arid, and a pathless waste, will best attest.

The long tunnel here cut through the projecting rock, in order to maintain the required curve in the line of transit, is rather an unusual feature in our northern railways.

At the Magilligan junction, a branch line of rail is carried for four and a-half miles across the sandy plain to Magilligan point, where a regular steamer ferries the passengers to Greencastle, the nearest point on the Inishowen shore.

A singular combination of picturesque beauty and grandeur presents itself at Magilligan. Here, the cliffs, everywhere striking, increase in altitude, and the pastoral banks which they cap are here much more varied by verdant knolls, sylvan dells, and terraced platforms. High on one of the latter, with several cottages, stands the church of Magilligan, one of the most singularly and romantically situated of all our sacred edifices. Overhung by the towering cliffs, and looking across the sandy plain succeeded by an arm of the ocean, and terminated by the lofty mountains of Inishowen, few situations are better calculated to excite emotions allied to devotional feelings—the feelings in unison with all around.

The cliffs—everywhere grand—are most striking between the Magilligan and Bellarena stations, where they attain their greatest altitude. At *Bellarena*, the beautiful marine residence of Sir Frederick Heygate, Bart., Benyevenagh, the highest of the range, springs to the height of 1,260 feet, rearing its majestic head high over the woodland bank which garnishes its base.

At Bellarena the cliff scenery ends, and from this to “the maiden city,” the line is generally carried along the lands which have been won from time to time from the estuary—passing through the latest,

the greatest, and the most successful of these reclamations—that which is now the property of Mr. Tyrell, of London, embracing many hundreds of acres. Here, valuable crops and verdant pastures take the place of what, till within these few years past, was an unseemly waste.

The Muff station passed, we soon reach that of Culmore, the fort of

that name being on the opposite side of the Foyle, now abruptly narrowed to a quarter of a mile in breadth. Along the bank of this broad tidal river we run for the remaining five miles of our journey, enjoying the scenery of either side, particularly the opposite or left bank, of the river, with all its villas in detail as we proceed.

BRANCH TO NEWTOWNLIMAVADY.

Newtownlimavady is only two and a-half miles from the Broughter station, and to it trains proceed regularly in connexion with those running between Derry and Coleraine.

Newtownlimavady is the third town in point of extent in the county of Londonderry. It comprises three pretty well-built streets—the others are inferior. It is, however, respectably inhabited, although the principal trade is retail business, and on market days the sales of agricultural produce. There are two distilleries. Formerly the linen trade was carried on to a considerable extent—now, but little comparatively is done. It contains a market house, a union workhouse, a handsome church, and the other places of worship common to the Ulster towns; and what is of some importance to a traveller after a long journey, a comfortable inn, where good conveyances can also be hired.

Close to the town, in the beautiful vale of the Roe, is *Roe Park*, the fine seat of Mr. Nicholson, near which is an ancient round tower, and a mile east of the town is *Fruit Hill*, that of Mr. M'Causland. On the road to Londonderry, which skirts the south and uninteresting shores of Lough Foyle, are *Bessbrook*, *Finlagan*, and *Sheephill*; and at three miles from the town, on that road, is

the village of Ballykelly, where there is a handsome Presbyterian meeting-house; also *Drummond*; and a little beyond the village, *Walworth Wood*. In this demesne are the remains of the castle erected by the fishmongers in 1619. At three miles from Ballykelly is the village of Faughanvale, at five miles *Creggan*, and at six *Longfield bog*; and nine miles from Newtownlimavady is the village of Muff; and near it, Grocer's Hall and the agricultural school of Templemoyle. Close to Muff are *Coolafinny* and some small villas; and along the coast *Foyle View*, *Campsie*, *Willborough*, &c. These places, however, are more immediately connected with the environs of Derry.

But the most interesting vicinage of Newtownlimavady is the district which lies to the north of the town, and stretches along the eastern shores of Lough Foyle. This includes the rich tract locally known as Myroe, Benyevenagh cliffs, and the shores of Magilligan, all noticed above. In that part of Myroe which adjoins the town are the villas of *Ardnargle* and *Rush Hall*; and at four miles, near the mouth of the Roe, is *Bellarena*, the residence of Sir F. Heygate; also noticed above.

We recommend the traveller who is interested in the topography of this part of the country and the adjacent coast, to ascend Benyevenagh.

From it, and even from many of the lower parts of its cliffy sides, he will learn more of this district and its shores than from the most minute and lengthened description. In addition to this, Benyevenagh is rich in objects of natural science.

No. 161.—DUBLIN TO NEWTOWNLIMAVADY.

SECOND ROAD, BY LONDONDERRY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newtownlimavady.
Dublin,	—	—	172
Londonderry, by Rail, as in No. 132,	—	153½	18½
Culmore,	5	158½	18½
Muff,	2½	161	11
Carrickhugh,	5	166	6
Ballykelly,	1	167	5
Broughter,	2½	169½	2½
Newtownlimavady,	2½	172	—

THIRD ROAD, BY DUNGANNON, MAGHERA, AND DUNGIVEN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newtownlimavady.
Dublin,	—	—	165
Maghera, as in No. 157,	—	142½	22½
Dungiven,	12½	155	10
Newtownlimavady,	10	165	—

The description of the second road to Londonderry is given under the preceding; and by the third a public car runs from Maghera to Dungiven, and cars can be hired at the inns at either town.

By the third road we proceed from Maghera to Dungiven, through the Pass of Glenshane, a glen which traverses the eastern end of the Sperrin mountains, the chain that extends from Maghera to Strabane, a distance of thirty-two miles. Glenshane is bounded on the west by the White Mountain, 1,996 feet—and on the east, by Carn-togher, 1,521 feet. A varied succession of mountain, pasture, bog, marsh, and moorland is presented to view, in which reclama-

tion has made considerable advances. We pass, at nine miles from Maghera, the small hamlets, if such they can be called, of Carn and Boviell, where we meet the infant Roe as it leaves the declivities of the White Mountain, and thence hold a course nearly parallel to its meanderings, till we reach

DUNGIVEN,

which is romantically situated in a rich sheltered vale, and watered by the Roe, the bearer of all the streams issuing from the surrounding hills to Lough Foyle. This little town, which contains a church, R. C. chapel, Presbyterian meeting-house, and a small inn, where a car can be hired, is more remarkable for its

beautiful locality than its appearance or trade. It mainly consists of one long street, and the business is very limited. In the places of worship there appears nothing deserving any particular notice; but the conspicuous and picturesque ruins of the old abbey on the right bank of the Roe are well worthy of observation. Near the town are the remains of a castle and bawn, built in 1618 by the Skinners' Company of London, to whom the town and a great tract of the surrounding mountain district belong, and under whom Mr. Ogilby holds his adjacent beautiful seat of *Pellipar*.

The town is surrounded by lofty hills, of which Benbradagh, Streeve, Mullaghash, and Mullagh Meash, are the principal summits — their altitude above the sea, in the above order, is 1,490, 1,280, 1,518, and 797 feet.

Three miles from Dungiven, on the road leading to Derry, are the glebe-house and church of Banagher, and *Ash Park*, Mr. Stevenson. At

seven miles, to the south of the town, near the base of Mullaghash, and near where the Faughan river rises, are *Kilcreen*, *Tamnagh*, and *Leamont*. These places are about a mile asunder, and noticed in our references to the country around Londonderry, No. 132. Two miles west of Dungiven is *Ballyharrigan*, and below the town, on the banks of the Roe, are the glebe-house of Dungiven and Ardinarive.

From the summits around Dungiven magnificent prospects are obtained of the surrounding mountains, of the tract around the town, and generally of the country through which the Roe flows, and of the high moorlands along parts of the coast.

From Dungiven to Newtownlimavady a road runs on either bank of the Roe. On the east side of the beautiful vale which that river refreshes is Donald's hill; and on the west the lesser heights, which blend with the higher and more distant hill of Legavannon.

No. 162.—DUBLIN TO AUGHER AND CLOGHER.

BY MONAGHAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Clogher.
Dublin,	—	—	104½
Monaghan, as in No. 132,	—	87	17½
Augher,	16½	102½	2
Clogher,	2	104½	—

The public coaches running between Castleblayney and Omagh proceed no farther on this line than Monaghan; but the coach running between Enniskillen and Armagh runs through Clogher, Augher, and Aughnacloy. Conveyances can always be obtained at Monaghan, and generally at Clogher.

From Monaghan to Clogher the surface fully maintains that diver-

sified character for which the central parts of Ulster are so remarkable. To the west of our road the hills become more elevated as they approach Slieve Beagh, the still higher group of sandstone hills lying between our road and the undulating valley which contains the towns of Brookborough and Five-miletown.

On clearing the vicinity of Mon-

aghan, noticed in the brief description of that town, No. 132, we pass, at three miles from Monaghan, and a mile to the left of the road, the village and church of Bellanode. A mile and a-half to the west of Bellanode, and five miles from Monaghan, is the village of Scotstown, in the neighbourhood of which are *Gola*, and *Carrachor House*. These places are situated on and near the cross-roads leading to Brookborough. At four miles from Monaghan the traveller reaches the village of Tedavnet, where the road approaches near to the sandstone hills above referred to.

Three miles from Tedavnet we cross the Mountain water, one of the largest of the numerous streams that run down the slopes of the westerly hills; at half a mile farther the Clogher and Emyvale road is crossed; and at a mile and a-half our road leaves the county of Monaghan and enters that of Tyrone; and at four miles from the county bounds the traveller reaches the small town of

AUGHER,

adjoining which is *Augher Castle*, the seat of Sir J. Richardson Bunbury, Bart. A part of the old castle built by Sir Thomas Ridgway, in 1613, has been restored, and considerable additions made to it by the present proprietor. A mile to the west of Augher is *Corrick*; and about the same distance, on the north, is *Cecil*, the seat of Mr. Gervais. This extensive demesne embraces the planted acclivities of Knockmany and Lumford's glen—the one a very remarkable object in the country, the other a picturesque glen. Lumford's glen is wor-

thy of a visit; and Knockmany, from the various walks made through the plantations, is easy of ascent, and affords an extensive view over the hilly, beautiful, and, in many places, rich country lying around it.

The small town of Clogher lies two miles south-west of Augher, on the road leading to Lisnaskea. Both towns are situated in the rich undulating valley which extends from Lisnaskea to Aughnacloy.

Clogher is watered by one of the streams forming the head of the Blackwater; the cathedral is a plain, modernized, cruciform structure, well fitted up; and the house of the former bishops of Clogher is a large modern mansion, surrounded by a fine park of 500 acres. Under the Church Temporalities Act this see has been united to Armagh, and the palace, with the demesne farmed. Adjoining the town, on the west, is the deanery; a mile west from it is *Daisyhill*; and at six miles, on the south, Fivemiletown; close to which is *Blessingbourne Cottage*, the residence of Mr. Montgomery, noticed in connexion with Lisnaskea, No. 117. *Killysaddy*, the residence of Mr. Maxwell, lies about two and a-half miles to the north of Clogher, on the road leading to Fintona.

The country around is very hilly and poorly cultivated. On the north-east the hills connect with the great range of mountains running through the counties of Tyrone and Derry, on the north-west with Tattymoyle (which rises to a height of 1,031 feet) and the adjoining mountains of Fermanagh, and on the south with the Slieve Beagh range of hills.

No. 163.—DUBLIN TO THE GIANT'S CAUSEWAY.

FIRST ROAD, BY BALLYMONEY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Giant's Causeway.
Dublin,	—	—	176½
Ballymoney, as in No. 156,	—	163½	13½
Bushmills,	11	174½	2½
Giant's Causeway,	2½	176½	—

SECOND ROAD, BY COLERAINE AND PORTRUSH.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Giant's Causeway.
Dublin,	—	—	186½
Coleraine, as in No. 156,	—	171½	14½
Portrush,	5½	177	9½
Bushmills,	7	184	2½
Giant's Causeway,	2½	186½	—

GENERAL OBSERVATIONS ON THE ANTRIM COAST.

The Antrim coast, in its whole extent from Belfast to Portrush, is highly interesting in a scenic point of view, and very singular in its geological character. The more remarkable portions of this coast, however, and those which are generally visited by tourists, are from Larue to Glenarm, and from Portrush to Fairhead. These may be termed, in the above order, the southerly and northerly parts of the coast; and while by tourists they will continue to be visited coastways, as usual, in one continuous line, the generality of travellers, on the completion of the railway from Ballymena to Portrush, will take the shortest lines to those parts which time may enable or inclination induce them to visit. And with these views the following roads are arranged:—

The more remarkable features in the country from Ballymoney to

Bushmills we have generally noticed in No. 156.

Bushmills is an improving little place. It is situated near the termination of the valley which is refreshed by the Bush river, which falls into the sea about a mile and a-half below the town. It contains two comfortable inns, various places of worship, a small court-house, a distillery, renowned for the excellency of its whiskey, small flour, flax, and paper mills, and a factory for spades, shovels, &c.

Adjoining the little town is *Dundarave*, the fine seat of Sir Edmund Macnaghten, Bart., where a handsome mansion has been lately erected, and other extensive and corresponding improvements carried out. The improvements have not been confined to the demesne, that is, to the lands attached to the house, as is too often the case—but are extended over the whole

estate, and add very much to the appearance of the country lying immediately around this highly interesting locality.

The Causeway hotel, a comfortable commodious house, is two miles from Bushmills, and about half a mile from the Causeway.

Of the Giant's Causeway, which derives its name from a tradition that it was formed by giants as the commencement of a road across the channel to Scotland, more perhaps, has been said and written than of any other natural object in the kingdom; and in several of our recent handbooks the most exaggerated and confused descriptions have been given.

The cliffs connected with the Causeway, and which constitute its grand features, extend from Port-coon, eastward, to Bengore head, a distance, following the sinuosities of the shores, of three and a-half miles—their height above the sea ranging from 140 to 390 feet, and of these the Plaiskins, one of the highest, is the most beautiful, and affords the best views of this extraordinary line of coast.

The land along the top of the cliffs is generally smooth, heathy, or boggy pasture, running up from a great distance to their edge in gently inclined plains, so that the whole range along the summit is easy of access.

The cliffs, from the nature of their formation.—deposits of clay and other intervening strata alternating with the more hardened rocks—have been worn into various sinuosities, or little circular bays, by the ceaseless action of the ocean waves. These bays, varying from one-eighth to a quarter of a mile in length, and about the same in depth, have been denominated ports. Thus, from Portcoon to Bengore head, there are, according to the Ordnance map, Port-na-baw, Port Ganniy, Port Noffer, Port Roestan, Port-na-Spania. Port-na-

Callian, Port-na-Tober, Port-na-Plaiskin, and Port-na-Truin.

Now, the Giant's Causeway is the low rocky mole, composed of columnar basalt, separating Port Ganniy from Port Noffer. Its outline is very irregular—the greatest length, 700 feet; the greatest breadth, 350; the greatest height, 33 feet; and the area, about three acres. Agreeably to natural formations, it is divided into the Little, the Middle, and the Large or Grand Causeways—the divisions being composed of amorphous basalt or whyn dykes, as this variety of trap-rock is generally termed.

“The number of basaltic pillars composing the causeway has been computed at about forty thousand, which vary in diameter from fifteen to twenty-six inches; they sink to a depth yet unknown; their surface presenting the appearance of a tessellated pavement of polygonal stones, fitted together as close and compact as if each stone had been dressed, and laid by art. Each pillar is formed of several distinct joints, closely articulated into each other; the convex end of the one being accurately fitted into the concave of the next. Sometimes the concavity, sometimes the convexity is uppermost, and in some instances both ends are concave, and in others both convex. The same diversity of dimensions which will be remarked in the different sides of each pillar, also presents itself in the different joints two of which are seldom or ever of the same length in the same pillar. The greatest length of any of the pillars above the ground is in the range called the Giant's Loom, the tallest of which are thirty-three feet, and about two feet in diameter. On the eastern side of the Grand Causeway is a pillar with thirty-eight joints, and two have been broken off. The length of the joints of the pillars varies from five feet to four inches. There is only one triangular pillar throughout the whole

extent of the three causeways; it stands near the east side of the Grand Causeway. There are but three pillars of nine sides; one of them situated in the honey-comb, and the others not far from the triangular pillar just noticed. The total number of four and of eight sides bear but a small proportion to the entire mass of pillars, of which it may be safely computed that ninety-nine out of one hundred have either five, six, or seven sides. The contiguous sides of the several pillars are always of equal dimensions, although two sides of the same pillar will seldom or ever be found equal. In one instance, a pillar with eight sides is seen surrounded by those with six sides. The lowest range of pillars are always most sharp in their angles, and close and uniform in their grain."—*Hamilton's Letters concerning the Northern Coast of the County of Antrim.*

"In 1814, Sir Walter Scott visited the Giant's Causeway, in a nautical excursion made chiefly round the Scottish coast. He does not appear to have landed here; but the following summary of his impressions derived from his sail along the shore will, no doubt, be interesting. He describes the shores as 'extremely striking, as well as curious.' They open into a succession of little bays, each of which has precipitous banks, graced with long ranges of the basaltic pillars sometimes placed above each other, and divided by masses of intervening strata, or by green sloping banks of earth of extreme steepness. These remarkable ranges of columns are in some places chequered by horizontal strata of a red rock or earth, of the appearance of ochre; so that the green of the grassy banks, the dark grey or black appearance of the columns, with those red seams, and other varieties of the interposed strata, have most uncommon and striking effects. The outline of these cliffs

is as singular as their colouring. In several places the earth has wasted away from single columns, and left them standing insulated and erect, like the ruined colonnade of an ancient temple, upon the verge of the precipice. In other places the disposition of the basaltic ranges presents singular appearances, to which the guides give names agreeable to the images which they are supposed to represent. Each of the little bays or inlets has also its appropriate name."

The Chimney Tops, the shattered basaltic pillars which protrude above the general range and crown the headland bounding the eastern extremity of Port Reostan, are so called from their having been mistaken for such by one of the vessels of the Spanish Armada, said to have been wrecked in the adjacent bay of Port na Spania.

The Honeycomb, the Loom, the Organ, and the Theatre, so named from their fancied resemblance to these objects, will all be pointed out by the guide as he conducts the visitors over the Causeway and under the cliffs adjacent to it, as also the Lover's Leap, should the walk be extended to Port na Tobber.

From the strand, which extends, with some interruptions, along the base of the cliffs, their outline and capes are fully displayed, but it is only from the water that this magnificent part of the coast can be seen to advantage; and for this purpose, boats can always be obtained at the hotel.

The cave of Portcoon, which lies a little to the west of the Causeway, is easily approached. In time of storm it exhibits much of that terrific wildness peculiar to ocean caverns.

While we admit that a certain knowledge of mineralogy and the sciences connected with it, are necessary to the full enjoyment of this magnificent coast, distinguished as it is from all others by the wonder-

ful assemblage and formation of its trap rocks ; and also that in several other parts of our shores its cliffs and caves, merely considered as such, are far surpassed in extent, grandeur, and sublimity, insensible must he be to the beauties and wonders of nature's works, who would not assign the Giant's Causeway, with all its adjacent cliffs and promontories, a high place in British scenery.

Port Ballintrae is about a mile to the north-west of Bushmills. On its shores are *Seaport*, the residence of Mr. Leslie, with several bathing lodges.

About three and a-half miles from Bushmills, on the road leading to Portrush, perched on the summit of an isolated rock, which projects into the ocean, rising 120 feet above its deep blue waters, and separated from the mainland by a deep natural chasm of thirty feet in breadth, are the ruins of Dunluce Castle, the most striking as well as the most picturesque remnant of feudal times. Its original date and builder are unknown. The older structure was evidently of limited dimensions; the additions, as well on the rock as on the mainland, being in a different style, and of a much later date.

From the western side of the castle a magnificent prospect is obtained, embracing the "White Rocks"—a remarkably picturesque range of wave-worn cliffs of a mile in length, which lie between Dunluce and the sandy beach of Portrush—of Portrush, itself; of the cliffs of Magilligan; of the lofty mountains of Inishowen, and of an illimitable range of ocean. From the other side of the castle, the walls and towers of which can still be ascended, are seen the promontories of the Giant's Causeway; and, underneath the walls, the tidal wave washes the base of the rock on which the fortalice stands, and laves the beautiful greensward covering the lovely banks of the lonely sea-bay.

It appears, from an interesting little work entitled "Belfast and its environs, including a tour to the Giant's Causeway," by Mr. Huband Smith, that about 1580, the castle passed from the possession of the Irish chief, M'Quillan, into that of the M'Donnells, the ancestors of the Earl of Antrim.

From either Bushmills or the Causeway, as may best suit circumstances, a very interesting tour may be made to Dunseverick, Balintoy, and Carrick-a-rede—Dunseverick being four and a-half, Balintoy seven and a-half, and Carrick-a-rede eight miles; or, these places may be all visited on the way from Bushmills to Ballycastle, or *vice versa*, by the tourist keeping the old road.

The almost prostrate ruins of Dunseverick Castle are, like those of Dunluce, situated on an isolated rock projecting into the sea in a little bay lying to the east of Bengore head. The rock is about the same size and height above the sea as that on which Dunluce stands, namely, half an acre in area and 120 feet in height. This is said to be the celebrated Dunsovarke of ancient Irish history, in the early accounts of which antiquarians are at issue. All, however, seem agreed that a fortress existed here long before the introduction of Christianity; and that the castle, of which the present ruins are a part, was erected in the twelfth century, and occupied by the M'Quillans, down to the time of Elizabeth.

We may remark that the country travelled through between Bushmills and Carrick-a-rede offers but little to interest the tourist, unless he may happen to be interested in its agricultural improvement, which is evidently here on the advance, principally by drainage, the division of farms, and the breaking up of the village system.

Passing the beautiful bay of Balintoy, on the one hand, and its

lonely, old-fashioned manse on the other, we soon reach the hamlet and church of Ballintoy, a mile from which is Carrick-a-rede.

The island of Carrick-a-rede, which contains about two and a-half acres, is "remarkable for its suspension bridge, which, crossing a fearful chasm of about ninety feet of perpendicular depth, through which the sea dashes, gives access to the insulated rock. This bridge, which is only put up during the season of the salmon-fishing, is formed of ropes with a plank of but a few inches wide, affording a very unsteady footing, which undulates at every step. In addition to the main ropes upon which this airy bridge rests, a slight hand-rope is placed at one side, as a sort of guide, in using which the utmost caution is required; for if the unwary passenger should inadvertently place too much weight upon it, as an immediate consequence he would be precipitated from the dizzy height into the sea, or upon the rocks be-

low. The people, notwithstanding, who are accustomed to the use of this bridge, cross and re-cross it without fear or danger. The chasm is about sixty feet across."—*Tour to the Giant's Causeway, by J. Huband Smith, A.M.*

The shores around Carrick-a-rede are very picturesque, and the surface, which alternates with the high cliffy rocks, very beautiful, romantic, and fertile.

A little above the path leading down to Carrick-a-rede from the old Ballycastle road, one of the finest views which the whole coast of Antrim affords is obtained. At this point, the road is about 460 feet above the sea, and it embraces Carrick-a-rede and all the exquisitely beautiful tract of adjacent shores, Sheep Island, the smallest, and Rathlin, the largest, island on the Antrim coast; Fairhead, the highest and finest of the headlands, together with a long range of the Western Highlands of Scotland.

SECOND ROAD.

From Portrush we proceed along the edge of the sandy beach and of the "White Rocks" which we have noticed above in connexion with Dunluce Castle, and thence by

Bushmills to the Causeway. From the road good views are obtained of the very fine reach of sea cliffs to which we have just alluded.

No. 164.—DUBLIN TO BALLYCASTLE.

FIRST ROAD, BY BALLYMONEY.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballycastle.
Dublin,	—	—	179½
Ballymoney, as in No. 156,	—	169½	10½
Dervock, by Road,	4½	167½	11½
Ballycastle,	11½	179½	—

The country travelled through between Ballymoney and Ballycastle presents but few attractions or objects for observation in addition

to those made on similar tracts already travelled over.

Ballycastle, the principal town lying between Larne and Bushmills,

is romantically situated on the shores of the little bay to which it lends its name, and at the base of Knocklayd, which rears its huge domical summit 1,635 feet above the sea level.

Knocklayd is the most westerly of the Antrim chain of mountains; and, from its elevation, size, and symmetry, is a very remarkable feature in the district. It is also interesting, as well in an agricultural as in a geological point of view; and from its summit extensive prospects are obtained of all around.

Ballycastle, which is better built than the generality of our small towns, contains two hotels, a courthouse, union workhouse, with various places of worship, &c.

As a town, this place dates from 1770, when the Irish parliament aided in the formation of a harbour and other improvements connected with the neighbouring coal works. The mining operations, however, failed, and the harbour filled with sand. During the last year the mining operations have been resumed, with some prospect of success.

Adjacent to the town, on the east, are the abbey ruins of Bonnamargy. The cemetery contains the resting place of the Earls of Antrim, the principal proprietors of the district; and near the abbey are some remnants of their castle.

Ballycastle is well situated for tourists who enjoy marine and mountain scenery. In addition to Knocklayd on the south, to the east of the town are the Carey and Cushleake mountains, over which the road to Cushendun is carried.

These mountains, at Carnlea, which is near Tor head, attain to the height of 1,250, and at Glenmakeran, near Cushendun, to 1,321 feet. Their summits and higher acclivities are tame, dreary moors; but the glens and lower levels contain many tracts of reclaimed and reclaimable lands.

The road through Glenhesk, which lies at the eastern base of Knock-

layd, and leads to the village of Armoy, where there are the remains of an ancient tower, will afford some variety to those who have only travelled to Ballycastle from Ballymonee by Dervock.

Benmore, or Fairhead, is only five miles east from Ballycastle—that is, in a straight line; but the path, for a considerable part of the way, is only fit for pedestrians. It rises 636 feet above the sea, and is the highest, the boldest, and the most interesting promontory, whether considered in a scenic or scientific point of view, on the whole line of Antrim coast. From its summit splendid prospects are obtained of the coast, of the island of Rathlin, and of the Argyleshire highlands, from which it is only sixteen miles distant, and no one who has ever descended this promontory by the “Grey man’s path,” can forget its wonderful basaltic precipices, and the natural ruins strewn along its base, over which the ocean waves rage in times of storm.

The coal mines are on the shore, about two miles to the east of the town.

The castle ruins of Doonany crown the summit of a bold but small headland lying a little to the west of the town. At about three miles, also on the west, on the headland of Kenbane, are the ruins of Kenbane Castle, adjacent to which is the isolated rock of that name, whose area is about an acre; and Carrick-a-rede, which is about a mile and a-half from Kenbane, and four and a-half miles from Ballycastle, we have noticed in No. 163.

THE ISLAND OF RATHLIN, which is about five miles north from Ballycastle, contains 3,398 statute acres. The nearest point of the island, however, is about three miles from the mainland. In form it is rectangular. The shores, except some parts on the eastern side, are rugged and precipitous, and exhibit

the same geological characters as those of the mainland.

The highest summit on the island is Kenramer, which is 449 feet above the sea. The greater part of the surface is rocky and rough pasture. The valleys and more sheltered places, however, are fertile.

A little barley is exported, also a few horses, sheep, and horned cattle of very small breeds. The manufacture of kelp, formerly carried on to some extent, and which had greatly

fallen off, has lately revived. The inhabitants, whose houses are scattered throughout the island, are principally employed in fishing and farming.

Bruce's Castle is now reduced to a mere fragment on the eastern side; it is so called from Robert Bruce having sheltered there when driven from Scotland by Baliol. There are a small church and a R. C. chapel on the island.

No. 165.—DUBLIN TO THE GIANT'S CAUSEWAY.
COAST ROAD, BY CARRICKFERGUS, LARNE, AND GLENARM.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Giant's Causeway.
Dublin,	—	—	187½
Carrickfergus Junction, by Rail, as in No.156	—	119½	68½
Carrickfergus,	8½	122½	65½
Larne, by Road,	12	134½	53½
Glenarm,	11	145½	42½
Carnlough,	2½	148	39½
Cushendall,	10½	158½	29½
Cushendun,	4	162½	25½
Ballycastle,	12	174½	13½
Giant's Causeway,	18½	187½	—

Tourists visiting the Antrim coast and the Giant's Causeway usually adopt this route; and if they do not intend to proceed farther than the Causeway, their best way of returning to Belfast will be by rail, *via* the towns of Portrush, Portstewart, Coleraine, Ballymoney, Ballymena, and Antrim, as in No. 156.

A well-appointed two-horse mail car runs from Carrickfergus to Ballycastle daily, in connexion with the Belfast and Ballymena railway; and cars can always be obtained at Carrickfergus, as well as at all the towns along the coast between it and the Giant's Causeway.

The town of Carrickfergus is three miles from the railway junction, up to which point we have briefly noticed the country in Nos. 17 and 156. It is situated on the

northern shores of Lough Foyle, about midway between the entrance and termination of that estuary; and backed by the range of hills that run from the vicinity of Lisburn to that of Larne, which, at two miles north of the town, attain to an elevation of upwards of 1,000 feet.

To glance at the history of Carrickfergus, or even to enumerate all the sieges, sanguinary conflicts, and burnings, from the founding of the castle by Sir John de Courcy, in 1128, to its occupation by the French under Thurot, in 1760—as detailed by Mr. M'Skimin, in his interesting history of this place—would far exceed our limits. The castle, which forms one of the Government forts, now used as an ordnance depot, stands on a low rock that

projects into the sea, and in a good position for commanding the entrance to Belfast Lough. It is a picturesque object, and small as it is, comparatively speaking, and changed as it has been by incongruous additions, it is the only building extant in the kingdom that conveys the idea of the old Norman military stronghold. The greater part of the walls of the old town and a portion of the north gate still remain.

Many of the streets, both within and without the walls, are narrow; and though a few of the houses have an antique appearance, there is nothing very remarkable in their style.

The church, which occupies an elevated site near the centre of the town, and said to have been built on that of a pagan temple, is a plain venerable looking building. In the other places of worship, for Presbyterians, Methodists, Independents, &c., there appears nothing worthy of particular note.

On Saturday, the 14th of June, 1690, William III. landed here. He was accompanied by Prince George of Denmark, the Duke of Ormond, the Earls of Oxford, Scarborough, and Manchester, and the Hon. Mr. Boyle, and many other persons of distinction.

Till within these few years Carrickfergus was the assize town of Antrim; now they are held in Belfast.

About a mile to the east of the town, on the shore, are *Scoutbush*, *Seapark*, and several other villas; and above the town are *Thornfield*, Mr. Kirke, and various suburban residences. The hamlet of Eden is about two miles from the town, on the road leading to Larne; and near it are the ruins of Kilroot church, a parish which Dean Swift occupied for a short time.

To avoid the present hilly road from Carrickfergus to Larne, a new line is in progress, which will

greatly facilitate intercourse between these points.

As we proceed to Larne, a little beyond Eden, we pass *Orlands*, Mr. Smith; *Castle Dobbs*, the seat of Mr. Dobbs, and *Bellahill*, that of Mr. Dalway; and at five miles reach the village of Ballycarry, where, in 1611, the first Presbyterian congregation in Ireland was established.

About a mile to the right of Ballycarry commences the peninsula called Island Magee. It is a very fertile tract, about eight miles long, by one and a quarter broad, containing 7,036 statute acres, and is separated from the mainland by Larne Lough. It contains some church, castle, and pagan ruins; and the Gobbins, a range of trap-rock cliffs along the coast, of considerable elevation.

Leaving Ballycarry we pass *Red Hall*, and at two miles, the extensive lime-works and house of *Magheramorne*—the latter the seat of Mr. M'Gaul. In descending the hill, a fine view is obtained of Island Magee, Larne lough, and the beautifully romantic country lying around it; and passing through the village of Glynn, we soon reach

LARNE,

which is beautifully situated in a sheltered bay at the mouth of Lough Larne, about half a mile from the coast. There is a good natural harbour for small vessels in which they frequently lie; and numbers from Scotland anchor off this place, while waiting for their cargoes of lime from the extensive adjoining works of Magheramorne. The exports, in addition to the large shipments of lime, are limited to provisions. About the middle of the last century a good deal of other business was done here; now it is principally confined to that which we have referred to.

In the town there is nothing to detain the traveller; the older

streets are narrow, ill paved, and the houses very inferior. In the modern parts the buildings are better, and more attention has been paid to arrangement and comfort. The places of worship are those usually met with in all the northern towns. It also contains an inn, where, as well as at other places, cars can be hired; an agricultural model school, and a union work-house.

Larne, from its position on the coast, was the scene of frequent incursions. Here, in 1315, Edward Bruce, with an army of 6,000 men, landed for the conquest of Ireland. On a little headland near the town are the prostrate ruins of Olderfleet Castle, under the protection of which the town arose. This castle was erected by a Scotch family named Bisset, to whom Henry the Third granted a large settlement on this part of the coast.

In the very beautiful vicinage of Larne are several handsome villas. *Kilwaughter*, the seat of Mr. Agnew, is about two and a-half miles to the north of the town; and near it Agnew's hill rises 1,558 feet above the sea level. From this hill a splendid prospect is obtained of sea and land, far and near. It embraces the Isle of Man, and a long range of the Scottish coast; and from it, better than from any description, however lengthened, the nature and character of the surrounding portion of Antrim can be ascertained.

The road from Larne to Cushendall is the most interesting seaside drive in the kingdom. It skirts the shore the entire way, and from its relative level and position, the basaltic cliffs which constitute the grand distinguishing features of this coast are seen to much advantage. The outlines of the shores partake of the most pleasing forms, and produce all those agreeable effects arising from striking contrasts and harmonious variety. Here, the

road penetrates the high, jutting rocky promontory; there, it sweeps around the smooth, lovely, circular bay. Unlike many of our estuaries, the ebbing tides disclose no silty, no noxious residuum, but leave the smooth strand and pebbly beach in lieu of their dark blue waters. The outlines, forms, colours, and characters of the cliffs, so totally different in all these respects to those of our eastern, western, or southern shores, never fail to arrest the attention, while the ever-varying, ever new alternations of rocky precipice, grassy bank, sequestered knoll, and cultured lea, invariably excite the most pleasing emotions.

The road itself, which was formed under the superintendence of Mr. Wm. Bald, is a fine example of that branch of civil engineering, and in that respect reminds us of the line executed by him from Glengarriff to Kenmare; of the approaches to Ross and Foynes, laid out by Mr. John Walker; and of the road from Cushendun to Ballycastle, by Mr. Lanyon.

In proceeding to Glenarm, at about three miles from Larne, the high circular precipices called the Sallagh Braes form a picturesque object. They are about a mile and a-half to the left of our road; and along their summits a pleasant walk may be enjoyed—an extensive view of the coast obtained—and in clear weather a great extent of the Scotch coast can be plainly descried.

About midway between Larne and Glenarm we pass on the shore the ruins of Cairne Castle; and near it, at Ballygalley head, Shaw's Castle, the old residence of the extinct family of the Shaws.

The small town of Glenarm is romantically situated at the entrance of the glen which bears its name, and penetrates the mountain sides for about three miles. It contains a small inn where cars can be hired, several places of worship, and carries on a little trade with

Scotland, the vessels which bring coal taking back lime, corn, and other provisions. In summer it is frequented by bathers, for whom its shores are well adapted.

The park connected with the adjacent residence of the Earl of Antrim, the principal proprietor of the district, occupies the entire glen, and, notwithstanding the limited range of its woods and the paucity of its old trees, displays some very romantic scenery. It is enlivened by a pretty stream which runs through the town, after leaving the demesne, where it is crossed by a handsome bridge at the approach to the bold massive gateway guarding the modern, comparatively small, but picturesque castle. The present structure occupies the site of the castle built by the M'Donnells, in 1639.

From Larne to the railway at Ballymena, a road of sixteen miles in length is carried through the mountain glen by the village of Broughshane, and by this way Glenarm is frequently reached.

From Glenarm to Garron Point the road crosses the vale of Carnlough, in the centre of which, and three miles from Glenarm, is the hamlet of Carnlough, with its little harbour, picturesque post-office, and beautifully-situated hotel—the latter erected by the Dowager Marchioness of Londonderry, whose modern castellated residence, *Garron Tower*, occupies an elevated site on the acclivities of Nachore hill, which rises over Garron Point. This picturesque structure, which “gleams afar,” is three miles from Carnlough, and is passed on our road to Cushendall; but ere we reach it, *Drumnasole*, the finely situated residence of Mr. Turnly, is also passed. The plantations of *Drumnasole*, sided by the higher woodlands of *Nappan*, not only add much to the interest and beauty of the coast scenery connected with this

portion of our road, but help to adorn the neighbouring seat of *Garron Tower*, whose sylvan beauties are as yet in embryo.

Garron Point, from its elevation and seaward position, affords fine views of that part of the coast lying between Cushendun and Glenarm, as also of the Scottish shores. From its summit and the higher acclivities uniting it with the adjacent hill of Nachore, which rises 1,179 feet above the sea, still more extensive prospects are obtained.

Rounding Garron Point, Red bay—the most beautiful of the bays on this coast—and Glenariff, the most beautiful of the glens, are finely displayed; and, ere we reach the village of Cushendall, the hamlet of Waterfoot, where there is a fishing station, the new little harbour of refuge, and the red sand-stone cliffs, which will remind the geologist of similar formations on the Cheshire and Lancashire coast, are passed.

At Cushendall there is a comfortable inn, where tourists may either regale themselves or sojourn. To perambulate the cliffs, shores, mountains, and glens of this interesting locality would require at least a couple of days.

The old church ruins and burial ground of Layd are about a mile north from Cushendall; and here, according to the local traditions, Ossian was buried.

Except at the little bays of Cushendun and Murlough, the mountains from Cushendall to Fairhead come sheer down upon the strand, leaving no available space, even for a road, along the base of their terminating cliffs, consequently the road is carried across the mountains at a considerable elevation, and at an average distance of two and a-half miles from the shores.

The cliffs and sea-bays lying between Larne and Cushendall are succeeded by a series of interesting glens that penetrate the mountains

for several miles, and the entrances to several of these we cross in our way from Cushendall to Cushendun.

The fishing hamlet of Cushendun, with its harbour called Port Crommelin, is pleasantly situated on the little bay from which it is named. It is beautified by the plantations of the marine residence of the Viscount O'Neill, through whose grounds the river Dun flows ere it reaches the ocean.

Tor head is about six miles north from Cushendun; a road only fit for pedestrians, running parallel to the cliffs, but about half a mile from their edge, leads to it. Along this road are scattered cabins, with their accompanying spots of tillage and tracts of moorland; and near Tor head is the hamlet of Escort, composed of similar humble habitations, around which is a considerable tract of reclaimed ground. The land here rises gradually from the promontory to the summit of Carnlea, distant a mile and a-half, and rising 1,250 feet above the sea.

Tor head is the nearest point to Scotland, being only twelve miles distant from the Mull of Cantyre. "In some old maps of Elizabeth's time, Tor is called '*the Scots' warning fyre*,' from the Scots who had settled in these parts making fires on it to bring over their friends to their assistance, when about to be assailed by the English or Irish."

The glens to which we have referred all run towards the sea. They extend from Red bay to Cushendun, a distance of six miles. They are Glenariff, Glendall, Glenaan, and Glendun. Glenariff, which we have passed, and briefly noticed, is bounded on the east by the cliffy rocks of Carnlea, that rise to a height of 1,179 feet, and on the west by those of Lurgethan, which attain to a similar elevation. Glendall follows on the west, and occupies the parallel valley lying be-

tween Lurgethan and Trostan; the latter, 1,810 feet, is the highest summit in the chain. Through this glen the road from Cushendall to Ballymena is carried. Glenaan is the narrow valley lying to the west of the latter, and between the mountains of Slievebullagh and Eshery—the rocky cliffs of the former being 1,346 feet, the moorland summit of the latter 1,197 feet. Glendun, with its lateral branch, is very striking. It is bounded on the west by the mountains of Glenmakeeran, whose height is 1,321 feet.

Through this glen the road from Glenduff to Ballymena runs, and across the lower end of it the new road to Ballycastle is carried, and on this line the fine bridge which spans the Dun has been lately erected.

Each of these glens has its appropriate stream—the Ariff, the Dall, the Aan, and the Dun—the latter, the largest and most important, falls into the sea at Cushendun; the Aan blends with the Dall, which pays its tiny tribute to the sea a little below the village of Cushendall.

The lower parts of the valleys, and also of the sides of the hills of these glens, are generally cultivated, and in many places very fertile; and the houses of the farmers, who are generally a quiet and industrious class, are scattered along the acclivities. Though the glens possess no very striking features, nor any of the wildness peculiar to similar scenes in the far west and south of our island, and even in Wicklow, yet they present several striking features, many points of beauty, and, in their outlines, are well defined.

In proceeding from Cushendall to Ballycastle, we ascend the hill of Carey, the principal ridge lying between these places, by a series of traverses, as engineers would term them, in order to lessen the rate of ascent, and from these we command, generally, good views of

Cushendun, of Glendun, and of its lateral branches.

From the summit and higher acclivities of Carey hill, nothing is to be seen but moorland—hill and dale; but, in descending to Ballycastle, a fine view is obtained of Knocklayd, the great feature of the district, of the glens which lie around that huge

mountain, of the glens also which diversify the Cushleake mountains, as they are called—the hills lying on our right, and of the ocean, coast, and country adjacent. For description of Ballycastle, the country around it, the roads thence to the Causeway, and the Causeway itself, see Nos. 163 and 164.

No. 166.—DUBLIN TO GLENARM.

SECOND ROAD, BY BALLYMENA.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Glenarm.
Dublin,	—	—	162
Ballymena, by Rail, as in No. 156,	—	145½	16½
Broughshane, by Road,	3½	149	13
Glenarm,	13	162	—

No. 167.—DUBLIN TO CUSHENDALL.

SECOND ROAD, BY BALLYMENA.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Cushendall.
Dublin,	—	—	166½
Ballymena, by Rail, as in No. 156,	—	145	21½
Clough, by Road,	9	154½	12½
Cushendall,	12½	166½	—

Notwithstanding the mountain glens through which the above roads are carried, they are the readiest ways of reaching Glenarm and Cushendall from almost every part of the country. They, however, from their hilly nature, are not suited to heavy loads.

As regards No. 166 we have already noticed the village of Brough-

shane and *Tullamore Lodge* in connexion with Ballymena, No. 156. And in the present road the improvements which have been effected by the new settlers, and the scenery of the glens down which the road is carried to the coast, cannot fail to arrest the attention of the tourist.

No. 168.—DUBLIN TO DONAGHADEE, WITH EXTENSION
FROM NEWTOWNARDS TO PORTAFERRY.

FIRST ROAD, BY BELFAST AND NEWTOWNARDS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Donagha- dee.
Dublin,	—	—	182½
Belfast, by Rail, as in No. 17,	—	112½	20½
Dundonald,	5	117½	15½
Comber,	8	120½	12½
Newtownards,	4½	124½	8
Donaghadee, by Road,	8	132½	—

EXTENSION TO PORTAFERRY.

		Statute Miles.	
Grey-abbey,		7	—
Kircubbin,		3½	10½
Portaferry,		7½	18½

SECOND ROAD TO DONAGHADEE, BY BELFAST AND HOLYWOOD.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Donagha- dee.
Dublin,	—	—	180
Belfast, by Rail, as in No. 17,	—	112½	17½
Holywood,	4½	117	13
Bangor, by Road,	7½	124½	5½
Donaghadee,	5½	130	—

FIRST ROAD.

There are no public conveyances running from Newtownards in connexion with the railway, but cars can always be obtained at that town.

The narrow, peninsulated tract of country, generally known as the Ards, lying between the Loughs of Belfast and Strangford, is, in an agricultural point of view, perhaps the most interesting in the county of Down. Though it possesses no striking features, it is not devoid of beauty, particularly along its northern villa-covered shores; and what is, in many points of view, of far more importance, it enjoys a fertile

soil, every where occupied by a moral, industrious people. In this division we necessarily include the portion of country lying along the shore between the Ards and Belfast.

From Belfast to Comber we are carried through a prettily varied, fertile, and improved country, in which several handsome villas are passed.

Comber is situated on the western shores of Lough Strangford, near the head of a small arm of the lough which runs up to receive the waters of the stream that flows through the town. It is a thriving, clean,

respectably inhabited little town; contains various places of worship, a distillery, bleach-green, flour mills, &c. A good many of the inhabitants are employed in embroidering muslin for the Glasgow merchants, and in weaving various fabrics. In the small square there is a statue to the memory of General Gillespie, who was a native of this town.

It is surrounded by a highly improved country, and contains in its vicinity some of the best managed farms in the province of Ulster.

Sweeping around the head of Lough Strangford, the railway soon brings us to

NEWTOWNARDS,

the second town, in point of population, in the county of Down, and one of the neatest, cleanest, and best arranged towns in Ulster.

Together with the town of Comber, Newtownards forms part of the large estates of the Marquess of Londonderry, whose grandfather, the first Marquess, took great interest in its improvement. The principal manufacture carried on is muslin weaving, and in its embroidery a great number of females are employed by the Glasgow merchants. There are a courthouse, a town-hall, and market square. The courthouse occupies the site of the church, built by the Montgomeries, the former proprietors, of which the doorway still remains. The modern church is a handsome structure; and there are four or five Presbyterian meeting-houses, numerous schools, a union workhouse, and an inn, where conveyances can be hired.

The town is situated near the head of Lough Strangford, an inlet of the sea, which, exclusive of the channel above Portaferry, is fourteen miles long—its greatest breadth four. From the numerous sandy shoals and rocks which pervade nearly its whole area, that is, exclusive of the channel above Porta-

ferry, it is comparatively of little use for the purposes of navigation; and during ebb tides, from the extent of silt exposed to view, the shores have a very unpleasant appearance. Six of the islands, varying in extent from 16 to 130 acres, are inhabited, namely, Castle Island, Red Island, Wood Island, Taggart, Islandbawn, and Maghee.

Four miles from Newtownards, on the road to Portaferry, and close on the shores of the lough, is *Mount Stewart*, the seat of the Marquess of Londonderry. The mansion is a large, commodious structure; and in the extensive park is a *fac simile* of the Temple of the Winds, erected from the designs of "The Athenian Stuart."

At seven miles from the town, on the above road, and also near the shores of the lough, are the village and ruins of Grey-abbey, the latter erected in 1192 by the wife of John de Courcey, for Cistercian monks. These fine ruins are carefully preserved in the demesne of *Rosemount*, the beautiful seat of Mr. Montgomery. How gratifying it is to see the relics of the hallowed fanes of other days fenced around, and protected from the ruthless hand of the spoiler, as here, at *Adare*, *Kilcooly*, and *Muckross*.

The village of Grey-abbey contains its church and meeting-house. About seven miles from Newtownards, and about three to the north of *Mount Stewart*, is *Carrowdore Castle*, the residence of Mr. Crommelin, and near it the village of Carrowdore. At ten miles from the town, three from Grey-abbey, and on the sea side, is *Springvale*, the beautiful residence of Mr. Mulholland. About a mile from Springvale, on the shore, is the village of Ballywalter.

To the north of Newtownards are the only hills in the district, Carn-gaver—their summit level, which attains to 720 feet, lies about two

miles to the north-west. About the same distance to the north of the town, are the village, lead mines, and hill of Conlig—the latter remarkable from the fine modern pillar which crowns its summit. This tower, erected by the present Lord Dufferin, serves also to mark out, in a general way, the locality of *Clandeboy*, his lordship's fine residence, noticed in p. 654.

Scrabo hill lies about a mile to the south of the town, near the head of the lough, and rises 534 feet above its tidal waters. From its elevation and position, it commands a view of that large sea lake and its fertile shores, as also of the rich district lying around. Scrabo hill, too, is remarkable from the great quantity of building-stone which it affords. The view from Carngaver, however, from its greater altitude, embraces a wider expanse of country, particularly of the Lough of Belfast and the country around it; while the hill of Conlig, from its position, commands the country lying to the east. Adjacent to the town a large tract of highly fertile land has been embanked and won from the influence of the tidal waters of the lough. It is, however, but a mere speck as compared with what might easily be reclaimed from this melancholy and worse than useless waste of waters. Nor is it easy to reconcile the sad apathy which has so long prevailed in this respect in a district possessing such a large share of wealth, industry, and intelligence.

Proceeding to Donaghadee, at about three and a-half miles from Newtownards, we reach the

CROSS-ROADS,

a remarkable point, from the six roads from various parts of the district here uniting.

The peninsula of Ards, that is, from Newtownards to Ballyquintan Point, is about twenty miles in length; and, for the greater part of

the distance—that is, from Greyabbey to the above point—the breadth averages about four miles.

At the village of Kircubbin there is a small quay into which small vessels sail to discharge and receive their cargoes—the trade carried on being generally with Scotland.

About two miles from Kircubbin, *Echlinville*, the residence of Mr. Echlin, is passed. From this to Portaferry, a thickly inhabited and interesting country is travelled through, from which good views are occasionally obtained, and the prostrate ruins of several of the castles of the early settlers are passed.

The thriving and important small town of Portaferry is situated on the northern shores of the channel which forms the entrance from the sea to Lough Strangford, and is about three-quarters of a mile from the town of Strangford, which is on the opposite side of the channel. The channel, which is about five miles long and about half a mile broad, presents in many places bold, rocky shores, and is every where interesting—not alone for its scenery, but as the medium of an extensive, natural, inland navigation.

There is a violent tide through the channel in and out of Strangford lough, and it makes a heavy swell when running against the wind, but it is not dangerous to persons acquainted with the passage. The town of Portaferry consists of a small square, three streets, and a range of houses along the quay, with several places for public worship. There is a distillery in the town, and a little trade is carried on with Liverpool and Glasgow, whither it sends agricultural produce, receiving in exchange coals, timber, slates, iron, and various other articles suited to the wants of the surrounding country.

Adjoining is *Portaferry House*, the seat of Mr. Nugent, the proprietor of the town, who has aided much in its improvement. His demesne

occupies an elevated site on the banks of the channel. Portaferry owes its origin to the castle erected here by De Courcey, the ruins of which still exist. It shortly after became the residence of the Savage family, the ancestors of the present proprietor.

At Portaferry cars and horses can be obtained at the inn, and roads extend along the coast to Donaghadee. In many places the coast is very rocky, but the shores are every where cultivated and thickly inhabited. Of the twenty-seven castles built by De Courcey around Strangford Lough, on the conquest of Ulster, the remains of four are in the neighbourhood of Strangford and Portaferry, viz.:—Kilclief castle, near the entrance of the channel; Audley's castle, above the town of Strangford, near Lord Bangor's demesne; Portaferry castle and Walsh's castle, on the south shore of the Lough, a little above Audley's, now occupied by Mr. Anderson, whose ancestors have possessed it since the reign of Charles the First, and said to be the only one now inhabited.

DONAGHADEE,

till lately one of the Government steam-packet stations, and the shortest point of communication on this coast between Ireland and Scotland—being only twenty-two miles from Port Patrick—is pleasantly situated four miles south of the en-

trance to the Lough of Belfast. The harbour built by the Government at a great expense, for postal and general communication, now only affording refuge to a revenue cruiser and a few fishing boats, will, it is hoped, soon be re-occupied for its original and other equally useful purposes. The town, forming a crescent around the harbour, has a neat and cheerful appearance.

The residence of the proprietor of the town, Mr. Delacherois, and several other villas, are in its vicinity. *Portavoe*, the demesne of Mr. Kerr, and, until the mansion was burned, his marine residence, lies about two miles to the north of the town; and *Wooburn*, the residence of Mr. Dunbar, lies along the shore, about three miles to the south.

The Copeland isles are situated between two and four miles north from Donaghadee. The largest island, which is two miles from the town, contains 220 acres of land, mostly arable, and about 100 inhabitants. The other two are more seaward, and contain each about thirty acres—the one on which the light-house has been erected is called Light-house island; the other, called Mew island, is low and uninhabited.

From the high ancient mound at the end of the town, now crowned by a powder magazine, an extensive view is obtained of the coast and adjacent country.

SECOND ROAD.

We may observe, that, during the summer months, a steamer plies several times a day between Belfast and Bangor, and once between Belfast and Donaghadee; and that, in the absence of any public conveyance between Holywood and Bangor, cars can always be obtained at either town.

Holywood we have noticed in con-

nexion with the environs of Belfast, No. 17, pp. 181 and 182.

At Holywood the road leaves the strand, which it does not retouch till it reaches Bangor.

The tract of country along the southern shores of the Lough of Belfast through which our road lies is generally fertile, comparatively well cultivated, and its surface

agreeably varied by gentle undulations.

Among the residences which, for five miles beyond Holywood, adorn the very attractive shores of the lough, we may notice, among the older, *Ballymena*, Mr. Gregg, *Cultra*, the beautifully-wooded seat of Mr. Kennedy, which are near Holywood; *Craigavad*, the residence of Mr. Mulholland, which is about two and a-half miles from that town; and *Crawford's Burn*, the beautiful seat of Mr. Sharman Crawford, which is about five miles; the latter, probably, the most delightfully situated marine seat in the north of Ireland; the intervening residences being the more modern villas, and the indubitable proofs of the enterprise, industry, and wealth of the merchants and traders of Belfast.

At five miles from Holywood we pass *Clandeboy*, the seat of Lord Dufferin, one of the most improved in Ulster. This fine seat is connected with the sea at Grey Point by a beautiful private drive, with its accompanying plantations of three and a-half miles in length. The demesne is also remarkable from the tower that crowns the summit of the hill at two miles south from the mansion house, which we have noticed in connexion with Newtownards in the preceding road.

BANGOR

is situated on a little bay which takes its name, running in off the mouth of Belfast Lough. This appears to be a place of great antiquity; and according to some writers, in 555 St. Cungall founded an abbey of regular canons; and subsequently seminary was established, which

became one of the most eminent in Europe: and from this seminary Alfred selected professors when he founded the University of Oxford. Of the old abbey there still remains a fragment in the garden wall of the glebe house. Bangor, in common with the greater part of the Ards, appears to have been granted by James I. to Sir James Hamilton, who brought as pastor to his Scotch colony Robert Blair, the ancestor of Hugh and Robert, the celebrated Scotch divines. The remains of the old castle are near the harbour. The cotton manufacture is carried on to a considerable extent both in the town and neighbourhood, and affords employment to a number of both sexes in spinning and weaving. A good deal is also done in embroidering muslin for the Glasgow trade. A little is also done in the linen trade and in the export of provisions. The town contains various places of worship and a comfortable hotel. It is respectably inhabited, and, during the bathing season, is considerably frequented.

Close to the town is *Bangor Castle*, the seat of Mr. Ward. The modern mansion is the finest Elizabethan structure in this part of the country. A mile and a-half east from Bangor, on the shore, is *Glenagunagh*, the residence of the Dowager Lady Dufferin; and at two miles the village of Groomsport, with its church and meeting house. Adjacent to the village is *Groomsport House*, a handsome modern Elizabethan structure, the residence of Mr. Maxwell. Below Bangor the shore is rocky, particularly around the coast-guard station and hamlet of Groomsport.

No. 169.—DUBLIN TO DOWNPATRICK AND STRANGFORD,
WITH EXTENSIONS TO PORTAFERRY AND NEWCASTLE.

BY NEWRY AND CASTLEWELLAN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Portaferry.
Dublin,	—	—	109
Newry, by rail, as in No. 17,	—	70½	88½
Hilltown, by Road	9	79½	97½
Castlewellan,	9½	89½	107½
Clogh,	5	94½	112½
Downpatrick,	6	100½	118½
Strangford,	8	108½	126½
Portaferry,	½	109	—
Castlewellan to Newcastle,	5½	—	—

A mail car, which now leaves Newry at 1 a.m., is the only public conveyance on this road. Cars and other conveyances, however, can always be obtained at Newry and Downpatrick.

From Newry to Castlewellan our way lies along the northern base of the Mourne mountains. It maintains throughout a high level, commands the most striking views of that lofty range, of the valleys which intersect them, and of the highly diversified country therewith connected. Generally, the soil of the upland through which our road lies is inferior, the farms small, and the culture indifferent.

Hilltown, with its courthouse, church, R. C. chapel, Presbyterian meeting-house, and comfortable inn, &c., is a neat, clean village. It is beautifully situated at the head of the glen up which the road from Rosstrevor to Rathfriland is carried, and will be found a convenient halting place to those desirous of perambulating this romantic portion of country.

Hilltown is four miles from the summit of the Eagle mountain, one of the most elevated of the Mourne group, being 2,084 feet in height. The upper Bann issues from its sides, and near Hilltown waters

the first of the numerous bleach-greens we meet along its interesting banks.

From Hilltown, as already observed, the Mourne mountains can be conveniently visited; they do not occupy more than fifteen miles in length, by eight in breadth. Their principal summits are Eagle mountain, as above; Slieve Muck, 2,198; Slievebeg, 2,384; Slieve More, 2,443; Slieve Bingian, 2,449; and Slieve Donard, 2,796. Geologically, the axis of the group consists of granite, flanked by masses of greenstone, hornblende schists, &c. A road also skirts their seaward base, and through the three intervening glens roads from Hilltown to Rosstrevor and Kilkeel are carried; so that they are accessible to the tourist from different points. To these may be added the road along the foot of the mountains from Hilltown to Newcastle, by Bryansford.

The small town of Rathfriland, through which the mail car runs on its way from Newry to Downpatrick, is three miles north from Hilltown. It occupies one of the little hills by which the surface of this part of the country is so beautifully diversified, down the sides of which the streets radiate to meet

the public roads leading from different parts of the country to the town. On the summit of the little hill round which the town is built, are some slight remains of the castle of the Magennises, once the great feudal chieftains of this district. From the hill we command an extensive prospect of the surrounding country. Rathfriland contains several places of worship, and carries on, in addition to the usual retail business, a little trade in the manufacture of linen.

Proceeding from Hilltown to Castletwellan, we cross, near the former, the upper Bann, here an insignificant stream, and pursue our way among the little hills which lie along the base of the Mourne mountains, where is seen all that indifferent and mixed culture peculiar to small upland farms.

At six miles from Hilltown we pass Lough Island Reaves, which has been enlarged and deepened by the Bann River Company as a reservoir to aid that river in times of drought. It now forms a beautiful sheet of water.

The little town of Castletwellan, which contains a beautiful church, a R. C. chapel, Presbyterian meeting house, an inn, courthouse, &c., is pleasantly and romantically situated at the eastern termination of the elevated land which lies along the northern base of the Mourne mountains, and where the valleys leading down to the sea and around the hills lying to the north of the town, commence.

Three miles from the town, on the road to Dundrum, is the village of Maghera, where there are the ruins of an old church, and the remains of an ancient round tower.

From the hills adjacent to the town of Castletwellan, on the south, the most delightful prospects are obtained—to the east, of the bay of Dundrum, with the valley running to Downpatrick; on the north, of the picturesque hills which encircle

Slieve Croob, with the woods of the demesne of *Castletwellan* in the foreground; and to the south, of all the summits of the Mourne mountains, springing directly from their ocean bed, in all their varied heights, in all their relative proportions, and in all their grandeur—presenting such an alpine scene as can only be obtained from this or some of the neighbouring heights, and which can only be equalled in Ireland by the Twelve Pins of Ben-nebeola, when seen under the most favourable circumstances, and from some of their best points of view.

Adjacent to the town is *Castletwellan demesne*, the seat of the Earl Annesley. This fine demesne enjoys a great extent of hill and dale, of wood and water, blending in the most agreeable forms, contrasting with the happiest effects; and commanding from many points views of the Mourne mountains, in connexion with the sylvan foregrounds of the park, under the happiest combinations. The cottage residence of his lordship occupies a low site in the centre of the grounds. Contiguous to the town on the east, is *Woodlawn*, the residence of Mr. Murland, with several other villas; and in the vicinity are an extensive flax spinning-mill and a large bleach-green.

Three miles to the south of the town, at the base of Slieve Donard, the highest of the Mourne mountains, is *Tollymore Park*, the seat of the Earl of Roden.

Mr. Whately, in his observations on modern gardening, finely observes, "that one of the noblest objects in nature is the surface of a large thick wood, commanded from an eminence, or seen from below, hanging on the side of a hill. The latter is generally the more interesting object—its aspiring situation gives it an air of greatness; its termination is commonly the horizon; and, indeed, if it is deprived of that splendid luminary, if the

brow appears above it (unless some very peculiar effect characterizes that brow), it loses much of its magnificence." Here the brow which crowns the large wood is Slieve Donard, rearing high its lofty head, and here the finely imagined scene of Mr. Whately is fully realized as we enter the park from the pretty little hamlet of Bryansford.

The plantations of *Tollymore Park* stretch for nearly two and a-half miles along the base of Slieve Donard, and for at least half a mile up its bold acclivities, and contain some of the finest larch trees in Ireland. The mansion is a plain commodious building, and the demesne is watered by the Shimna stream, which is a very picturesque feature, rushing over its rocky bed in its progress to the sea at Newcastle.

At the little inn at Bryansford parties may either regale themselves or sojourn.

Newcastle, a small seaport town, is about four and a-half miles south-east from Castlewellan—and three miles, in the same direction, from Bryansford. It is situated on the western shores of Dundrum bay, one of the wide circular inlets which diversify this line of coast. The bay is nine miles across, from Newcastle to St. John's Point, and about four miles in length.

Newcastle derives its name from a castle erected here by Felix Magennis, in the memorable year of the Spanish Armada; and though previously to the year 1822, only an inconsiderable fishing village, has since been gradually increasing in importance. In addition to its trade as a port, it has made great advances as a fashionable place for sea bathing, and now containing several large and handsome private dwelling, and numerous comfortable and respectable lodging houses. It contains several places of worship, and exports some agricultural produce to the larger towns. The castle, built

by Magennis close to the sea-shore, has been taken down, and on its site Earl Annesley has erected a good hotel. The Countess Annesley (mother of the present Earl) has also a charming marine residence, *Donard Lodge*, at the foot of Slieve Donard. A commodious pier has been erected, which has been very beneficial to the trade of the town.

Slieve Donard, the highest (2,796 feet) and most easterly of the Mourne mountains, is only two miles from Newcastle, and not difficult of ascent. From its summit a magnificent prospect of sea and land is obtained. From its acclivities, however, much more beautiful views are obtained than from its summit, of the bay, adjacent coast, and of the finely diversified country lying around its base.

Newcastle is admirably circumstanced for bathing; a fine smooth strand stretching northward for six miles. Connected with the large accumulations of sand hills along these shores, there are extensive rabbit warrens, particularly on the margins of the little sea lough or inner bay that runs up to the village of Dundrum, which is about four and a-half miles north from Bryansford, and the same distance from Newcastle.

On the evening of the 22nd of September, 1846, the *Great Britain*, the largest iron steam ship then afloat, laden with goods and 180 passengers, from Liverpool, bound for New York, was stranded in Dundrum bay, where (her passengers being safely landed) she lay till August 1847, when she was got off uninjured, by Messrs. J. Brunel, jun., and Bremner, the engineers, after many ineffectual attempts on the part of others to float her.

Dundrum is considerably frequented as a bathing place, and has been improved by the proprietor; the Marquess of Downshire, who has built a bathing lodge for himself, and an inn for visitors. An

occasional vessel leaves this little port with agricultural produce. The conspicuous ruins of the castle built by Sir John de Courcey, in 1318, occupy the summit of an adjacent rock. At Sliddery Ford, which is about half way between Newcastle and Dundrum, there is a cromlech, or pagan altar. *Tyrella House*, the residence of Mr. Montgomery, lies two miles west of the town on the road to Killough.

The traveller anxious to sojourn in this interesting part of the country will find comfortable accommodation at the inns of Bryansford, Newcastle, or Dundrum, which are from two to four miles from each other.

The mountains of Mourne, which we have just briefly noticed, occupy that southern point of the county Down which reaches from Carlingford lough to Dundrum bay; or, more exactly, from Rosstrevor on the south, to Newcastle on the north, a distance of fourteen miles in a straight line; the greatest breadth, from Kilkeel to Hilltown, being about eleven miles. Their principal summits, their outlines and interesting roads, we have, as above, briefly pointed out.

Proceeding from Castlewellan to Downpatrick, we run through an undulating country, passing, at three and a-half miles, *Ballywillhoill*, the residence of Mr. Johnston; and before we reach the village of Clough, *Mount Panther*, that of Mr. Allen, is passed. A mile to the north of Clough is the village of Seaforde, with its church and meeting-house; and adjacent to the village is *Seaforde House*, the fine seat of Mr. Forde, beyond which is *Mount Pleasant*. At Clough are the ruins of an old castle within an ancient elevated fort, and there are also the remains of several castles in the vicinity. On the summit of Slieve Croob, which lies five and a-half miles north-west of Seaforde, is a very large and re-

markable cairne; and two miles north from the village of Seaforde is Loughin-island lake.

Downpatrick the assize town of the county of Down, is said to be the most ancient town in Ireland. It is situated within a mile of the head of a small bay of Strangford Lough, which runs up to meet the Annacloy river; built on an undulating surface, and encircled by a series of low hills; and, like many of our ancient towns, is divided into the English, Scotch, and Irish quarters. It is principally composed of four main streets diverging from a point, which contain numerous well-built houses. The public buildings are the county court-house and gaol, union workhouse, with several hospitals and other offices common to county towns. The old cathedral, said to have been founded by St. Patrick shortly after his arrival here in 432, and also said to contain his remains, together with those of Saints Bridget and Columbkil, was, with the town, repeatedly plundered and burnt. It was restored for divine worship in 1790, when the adjoining round tower (of which the foundations only remain) was taken down. It occupies a conspicuous site, and is now a venerable and remarkable structure. The parish church is at the opposite or west end of the town. The places of worship for Roman Catholics, Presbyterians, and other Dissenters, are, not as buildings, remarkable. There are extensive barracks for infantry. Till of late years, great numbers were employed in the manufacture of linen; the general retail trade is considerable; and the weekly markets are well supplied with various commodities.

The river Annacloy empties itself into Strangford Lough, about a mile below the town, where a quay has been formed, and an embankment made to stop the tide-water. Vessels of considerable burden sail up to

the quay, bringing coals, timber, slates, iron, &c., and carrying away very considerable quantities of agricultural produce.

From the death of St. Patrick in 491, to the reign of James the Second, Downpatrick, in its annals, exhibits only a series of battles, incursions, sackings, and burnings. There is a very large and remarkable ancient fort near the town; and in the immediate vicinity are the ruins of Saul abbey, said to have been founded by St. Patrick in 432; and Inch abbey, erected by Sir John de Courcey in 1180.

Slieve-na-griddle is the highest of the hills about the town. It attains an elevation of 414 feet, and commands a view of the town and surrounding country, including the mountains of Mourne and Lough Strangford, with its shores, sandy shoals, and numerous islands. The latter are all named, and several of them inhabited; the larger we have noticed in connexion with Newtownards, No. 168. Slieve-na-griddle is about two miles and a-half east from the town, and about half a mile from its base are Struel, or, as they are sometimes called, St. Patrick's wells, where, at Midsummer many resort from various parts of Ireland to do penance, and to partake of the supposed sanative qualities of the waters. St. Finian's well is near the race-course, on the south of the town.

A mile and a-half to the west of Downpatrick, near the road to Clough, is *Hollymount*, the seat of Mr. Savage; near it are Ballydugan lake and house, and *Vianstown*. *Finabroque House*, the seat of Mr. Maxwell, is beautifully situated near the shores of the Strangford Lough, a mile and a-half from the town, on the road to Killyleagh.

The town of Killyleagh is six miles from Downpatrick, on the western shore of Strangford Lough, and appears to have been a place of some importance so early as 1180,

when De Courcey erected the castle of Killyleagh. This fortress appears to have been the scene of many a bloody fray from that period till its demolition by General Monk in 1648. It was afterwards repaired by the Hamiltons, in whose possession it still remains, and has lately been restored from the designs of Mr. Lanyon, and is now a very picturesque, and, at the same time, from its elevated position, a very conspicuous specimen of the Scotch baronial castle; indeed the only one in Ireland worthy of the name. The flax manufacture is carried on to some extent, and considerable imports of iron, timber, &c.; and exports of corn and other articles of provision are effected at the little port, which has been of late improved by the principal proprietor of the district, the Lord Dufferin. The places of worship are the church and Presbyterian meeting-house, both suitable and commodious buildings. Sir Hans Sloane, the celebrated physician and naturalist, was born here in 1660. The finely undulating country around is highly improved, and along the shores of the lough the verdant and fertile hills are thrown around in the most lovely forms. Among the villas we may notice *Delamont*, *Ringdufferin*, and *Ardigon*.

The village of Killinchy is about five miles from Killyleagh and eleven from Downpatrick. It is on the road from Killyleagh to Comber, and within a short distance of Strangford Lough. At Whiterocks Pier, about two miles from the village, shipments of corn and other provisions are made in vessels of considerable burden. Near the village are *Ardview*, *Hollypark*, and *Rockmount*. About a mile to the north of the village, on the road from it to Belfast, is *Florida Manor*, the seat of Mr. Gordon.

The village of Crossgar is five miles and a-half north from Down-

patrick, on the cross-road to Belfast, by Saintfield. Adjoining it are *Crossgar House* and the demesne of *Redemon*.

Six miles and a-half south-east from Downpatrick, at the head of a creek branching off Killough bay, which lies about half way between St. John's Point and the entrance to Strangford Lough, is the small seaport town of Ardglass. In the reign of Henry the Fourth, this appears to have been a port of some consequence, as the remains of the long range of buildings which are supposed to have been erected and occupied by some London merchants of that period show. A part of this building, now called *Ardglass Castle*, was elevated, rendered habitable, and occupied by Lord Charles Fitzgerald in 1789, and still forms the occasional residence of Mr. Ogilvie. The ruins of Jordan's Castle, so called from the defence made by Simon Jordan against the Earl of Tyrone, in the reign of Elizabeth; Margaret Castle and Cowed Castle, two other ancient but plain embattled structures, are in the town; and the ruins of the castles of Bright and Screen are on the road between Ardglass and Downpatrick.

Ardglass is pretty extensively engaged in the fishery; it possesses a good many smacks and yawls, besides a few sloops, and two or three packets which ply to the Isle of Man. It is the place of rendezvous for the fishery on this line of coast, and numerous vessels assemble here to dispose of and purchase herring, cod, haddock, &c. The town has been much improved, and is considerably frequented by bathers during the summer season.

From the ward of Ardglass, a green hill which adjoins the town, a good prospect is obtained of the bold coast, the Isle of Man, the Mourne mountains, and beautiful scenery around.

The small town of Killough is

also situated at the head of a creek running off the bay of that name, and about a mile and a-half west from Ardglass. Like Ardglass, it possesses several small craft, is engaged in the fishery, and also the rendezvous for numerous vessels in selling or purchasing fish. It is also a considerable port for the corn and coal trade, having several carrying vessels; and has the only salt work in this neighbourhood. The pier and quays were greatly improved by the late Viscount Bangor, proprietor of the town.

The bold rocky promontory of St. John's Point is about two miles from Killough. *Janeville* is near that headland. *Oakley* is about two miles and a half west from Killough. The shores around Killough and Ardglass are rocky and considerably diversified.

Pursuing our journey from Downpatrick to Strangford and Portaferry, we proceed through the tract of country which lies along the southern shore of Strangford Lough, passing at two miles from Downpatrick the ruins of the abbey of Saul, noticed above, and where he is said to have ended his days; at three miles and three quarters the village of Raholp; and at five, *Castle Ward*, the seat of Viscount Bangor. This demesne, with its fine mansion, stretches along the shores of the lough, and around the neat little town of

STRANGFORD,

situated near the head, and on the western side of the channel, which forms the entrance to Strangford Lough. It contains a chapel of ease to the parish church, and a small Methodist meeting-house; also a quay for the convenience of the fishing vessels and the boats which convey passengers across the channel to the small town of Portaferry, noticed in No. 168.

No. 170.—DUBLIN TO BALLINAHINCH.

BY LISBURN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Ballinahinch.
Dublin,	—	—	115
Lisburn, by Rail, as in No. 17, .	—	105	10
Ballinahinch, by road,	10	115	—

The small town of Ballinahinch lies south-east of Lisburn. It occupies an elevated site, is surrounded by a fertile, hilly country, and watered by the Annacloy river, which carries down all the lesser streams of the higher district to Strangford Lough. It contains a church, R. C. chapel, and three Presbyterian meeting-houses, an inn, courthouse, &c. In 1798 a skirmish took place here between the king's troops and the insurgents.

Adjacent to the town is *Montalto*, the fine seat of Mr. Ker. The extensive plantations of this demesne add much to the appearance of the

town and its vicinity. Two miles south of the town is the chalybeate spa, long held in high estimation, and much frequented.

Slieve Croob is five miles southwest from Ballinahinch; it attains an elevation of 1,755 feet, and is a remarkable feature throughout all the low country lying to the north. From its top very extensive prospects of the thickly inhabited country lying to the north and east are obtained, and from it the summits of the Mourne mountains can be clearly traced. The river Lagan has its source on the northern acclivities of Slieve Croob.

No. 171.—DUBLIN TO SAINTFIELD.

BY LISBURN.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Saintfield.
Dublin,	—	—	114½
Lisburn, by Rail, as in No. 17, .	—	105	9½
Saintfield, by Road,	9½	114½	—

For the first three miles the road is common to this and the preceding line.

Saintfield is a neat, clean, respectably-inhabited, small town. It contains a very commodious, comfortable hotel, and various places of worship. Till within these few years past the weaving of linen, calicoes, and cor-

duroys was carried on to a considerable extent.

Adjoining the town is *Saintfield House*, the seat of Mr. Price, under whose liberal encouragement the town and the extensive tract of country forming his estate has been much improved.

No. 172.—DUBLIN TO NEWCASTLE.

SECOND ROAD, BY WARRENSPOINT, ROSSTREVOR, AND KILKEEL.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Newcastle.
Dublin,	—	—	101½
Newry, by Rail, as in No. 17,	—	70½	30½
Warrenpoint,	6½	77½	24
Rosstrevor, by Road,	2½	79½	21½
Kilkeel,	9½	89½	12
Newcastle,	12	101½	—

The first road to Newcastle is included in No. 169.

Warrenpoint, Rosstrevor, and the country along the shores to Ballyedmond inclusive, are noticed in connexion with Newry, No. 17, pp. 170, 171, and 172.

A mile and a-half beyond Ballyedmond we cross the Causeway-water, a small mountain streamlet, where our road leaves the coast. Passing now through a more open and cultivated tract of country, and crossing the White-water, at seven miles from Rosstrevor, we reach *Mourne Park*, the seat of the Earl of Kilmorey. The plantations of this romantically situated demesne, stretching along the base of the hills, form a remarkable feature along the remainder of our road to

KILKEEL,

situated within half a mile of the coast, the last intermediate town on this line of road, and the only one lying between Rosstrevor and Newcastle. It contains a few shops for the supply of the adjacent mountain district; a small church and various places of worship for Dissenters.

Three miles and a-half from Kilkeel, at the mouth of Carlingford lough, are Cranfield Point, the light-house, and coast-guard station—the light-house is on the rock of Hawl-boline, which is about a mile off the shore, and two miles west from

Cranfield Point is Greencastle Point, and the ruins of Green Castle. This fortress was erected by De Burgo, Earl of Ulster, and is considered to have been among the first built by the English to guard this entrance to the bay. There are several small islands at the mouth of the lough, and the shores on either side exhibit vast accumulations of sand. About a mile and a-half east from Cranfield Point is Lee-stone Point, and coast-guard station.

Our road from Kilkeel to Newcastle keeps generally along the shore; and although the mountains slope down to the water's edge, yet, for the first six miles, they rise so gradually as to admit of cultivation being carried for two miles up their sides. Beyond that point they are steep and precipitous; and for the last four miles the road, close to the sea, and not many feet over it, winds along the base of Slieve Donard, and displays fine scenery—a combination of mountain and of sea.

About six miles from Kilkeel we pass the hamlet of Annalong, where the only creek in which fishing vessels can shelter on this rugged line of coast is met. From that station to Newcastle the shores are rocky, and a heavy sea, during east or north-east winds, beats against them. For eight miles this line of coast is thickly inhabited; and for

so far cabins, on either hand, line the road. Along the eastern acclivities of Slieve Donard there are some wild dells and ravines: and

from the sides of the mountain, contiguous to the road, extensive prospects of sea and land are obtained.

No. 173.—DUBLIN TO KYLEMORE.

THIRD ROAD, BY CONG, MAUM BRIDGE HOTEL, LEENANE HOTEL, AND GLEN FEE AND SALROCK CROSS-ROADS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Kylemore.
Dublin,	—	—	176½
Cong, as in No. 112,	—	147½	28½
Maum Bridge Hotel,	18	160½	15½
Leenane and Killary Hotel,	8½	169½	7
Glen Fee and Salrock Cross-roads,	4	173½	3
Kylemore,	3	176½	—

This road leads through incomparably the finest mountain scenery in Ireland—indeed it may be fairly compared with any in the United Kingdom.

With the exception of the beautiful arm of Lough Corrib, which runs up to Maum bridge, and *Castle Kirk*, the residence of Mr. Blake, which adorns its shores, the country between Cong and Maum hotel has been briefly noticed in No. 112, and in addition, we may here observe that Maum is generally reached by Oughterard, from which it is only fourteen miles. In either case cars can be hired at Cong or Oughterard, there being no public conveyances running nearer to Maum than Butler's Lodge, which is four and a-half miles distant.

In regard to accommodation, no part of Connemara is so well situated as this very attractive district; for at the inns of Maum, Killary, and Kylemore, parties can be entertained and cars hired. All these inns, too, are well situated, each in its district and peculiar locality presenting objects of no ordinary attraction. From Maum, the tourist can readily visit the adjacent and more interesting

parts of Lough Corrib, sail along its quiet waters, ascend any of the surrounding mountains, climb the rugged pass which leads across the Maum Turk chain to Glen Inagh, or stroll along the lovely mountain vale of Bealanabrack, which extends from Maum bridge to Leenane.

From Leenane, the still grander scenery of Killary harbour, *Delphi*, and Glen Erriff, can be readily enjoyed. For the first, if the weather admit of an aquatic excursion, boats can be hired, as from the water the solemn grandeur of this narrow arm of the Atlantic is best displayed; and at the same time it enables the tourist, by a walk of two miles from the edge of the opposite side of the harbour, up one of the most striking of our mountain glens, to enjoy a considerable portion of the magnificently wild mountain scenery which surrounds *Delphi*, the lodge of the Hon. J. Plunket; and a drive of six miles up Glen Erriff, along the road leading to Westport, will exhibit some charming rural scenery of a totally different character.

In this ride we pass, at a short distance from the hotel, Assleigh

church and cottage, the latter the handsome villa of the Hon. D. Plunket.

Here we may observe that the greater part of the district around is now held by extensive graziers—the Hon. D. Plunket and Captain Houston occupying large tracts from the Marquess of Sligo; Mr. Blackton, from General Thompson; and Mr. Clowes, from the Venerable the Archdeacon Wilberforce. These tracts, on which the Cheviot and other improved breeds of sheep are being introduced, vary from 500 to 10,000 acres—the larger occupiers being Captain Houston and Mr. Clowes.

As we proceed to Kylemore from Leenane we pass, at three miles, the rugged path leading to Salrock, and the approach to *Dernasliggan*, the beautifully situated villa of Mr. Lambert; and at four miles, the road leading to Lough Fee, *Illannroe*, the fishing lodge of Mr. Wilde, Salrock, and Rinvyle.

From the higher part of the road between Leenane and Kylemore you command a very striking view of the outlines of the mountains which constitute the grandeur of this district. They lie at from two to three miles from the centre of the elevated peat-covered plain which this road crosses. Their bases sweep around in circular outline—their picturesque acclivities are finely diversified by crag and verdure—their towering summits amounting to at least thirty in number, and ranging from 1,800 to 2,680 feet, are well defined and highly varied, while their periphery is broken by nine distinctly formed glens, (the majority containing lovely loughs,) up which the enchanted eye delights to wander.

For general notice of the Leenane, Killary, Kylemore, Glen Fee, and Salrock scenery, &c., see No. 114, pp. 509 and 510.

No. 174.—DUBLIN TO CARLINGFORD.

BY DUNDALK, WITH TOUR AROUND THE CARLINGFORD MOUNTAINS.

TABLE OF DISTANCES.

Stations.	Statute Miles.		
	Distance between Stations.	From Dublin.	From Carlingford.
Dublin,	—	—	67½
Dundalk, by Rail, as in No. 17,	—	54½	13½
Riverstown, by Road,	9½	64	3½
Carlingford,	3½	67½	—

TOUR FROM CARLINGFORD TO DUNDALK.

TABLE OF DISTANCES.

Stations.	Statute Miles.	
	Distance between Stations.	From Carlingford
Carlingford,	—	—
Narrow-water Ferry,	5½	—
Flurry Bridge,	5½	10½
Dundalk,	7	17½

This, though the last, is not the least interesting, of our roads, and, taken in connexion with the extended tour, embraces the circuit of

the Carlingford group of mountains, leads through a very romantic, and, at the same time, picturesque tract of country, and discloses, with

much effect, at every advance, some new and striking object.

The Carlingford group of mountains are somewhat different from other similar formations in their scenery and adjuncts, as well as in their geographical position. They are encircled, except for eight miles, by the sea, and separated for that distance from the adjacent mountains by a very beautiful and well defined dale; their lower acclivities are every where cultivated, and for the greater part of the way adorned with the plantations of different seats and villas, with the exception of the hill between Flurry bridge and the Warrenspoint ferry; and excellent roads run around their base.

Passing *Mount Pleasant*, the handsome villa of Sir John M'Neill, with the other places noticed in connexion with Dundalk, No. 17, together with the demesne, village, and church of Ballymascanlan, we reach, at four miles, *Bellurgan*, the beautiful seat of Mr. Tipping, the wooded, conical hills of which have a charming effect in the scenery of the district.

From these hills interesting views of the bay of Dundalk and the country lying around are obtained.

At the village of Riverstown we cross the Big river, the sole stream on this side of the mountains. It flows through the cultivated glen which takes its name, the only scene of that character except Ravensdale which our tour affords.

As we advance through the more elevated tract of tillage lands which skirt the whole line of coast from Dundalk to Carlingford, views are obtained of the bays of Dundalk and Carlingford, and generally of the coasts of Louth and Down.

Carlingford, which occupies the little strip of land lying between the mountains and the sea, is one of the oldest, and perhaps the most romantically situated little town in

the Emerald Isle. It is fronted by the little bay which runs in from the lough, and backed by the mountains which take its name — the dark blue waters of the former laving its walls, and the steep acclivities of the latter springing from its gardens to a height of 1,930 feet.

The fragment of the walls and towers which were reared in the twelfth century; the shattered remains of King John's castle, which was built early in the thirteenth, on a rocky precipice jutting into the bay and rising about thirty feet above it; and the crumbling walls of the Dominican abbey erected in the commencement of the fourteenth, on a verdant knoll in the centre of the town, not only attest its antiquity, but are still interesting ruins.

The modern church is contiguous to the old abbey. The yard in which they stand is surrounded by fine old sycamore trees, which continue to flourish albeit the sea-breeze. There are also a R. C. chapel and Presbyterian meeting-house in the town.

Carlingford contains a comfortable little inn where a car can be hired, with various retail shops; and there are also several well-built houses, but generally speaking the dwellings are of an inferior description. The residence of the agent of the Marquess of Anglesey (the latter the principal proprietor of the town and country around), the glebe-house, and several other villas, with their accompanying trees and other improvements, however, help up the appearance of the town. It carries on a little trade in the export of corn and limestone; its imports are inconsiderable. A little is also done in the herring fishery; and now, from the oyster-beds being the property of Mr. Burton Bindon, a great increase in that branch of trade is expected.

From the Carlingford mountains,

which rise immediately behind the town to 1,935 feet, magnificent prospects are obtained of all the Mourne mountains, of those around Newry, of the bays of Carlingford and Dundalk, of the Dublin and Wicklow mountains, as well as of all that the eye can embrace of the intermediate country.

Nootha Lodge, Mr. Moore, is a mile south of the town; and near it, and also in the district lying around, there are several comfortable farm houses.

The village of Grange, with its R. C. chapel, and *Monksland House*, lie about two miles south of the town, near the road leading to Dundalk; and, in general terms, there is an area of about three miles square of fertile, cultivated land lying to the south of the town.

At Cooley Point, which is about five miles from the town, there is a coast-guard station; and at Greenore Point, which is opposite Green Castle, a light-house has lately been erected.

If the detour from Carlingford to Dundalk is made, we skirt the shore, and keep along the northern base of the Carlingford mountains to Narrow-water ferry, from which, and still better from the adjacent acclivities of the mountain, views of the opposite shore and of the

lough are obtained. These views embrace all the lovely scenery comprehended under that of Rosstrevor and Warrenspoint, No. 17, pp. 170, 171, and 172.

Near Narrow-water ferry is a comfortable inn, kept by O'Hagan. Here Carlingford Lough blends with the Newry Water, which maintains the character of a broad tidal river up to Newry, and here we commence the steep and long ascent of the hill lying between Carlingford Lough and Ravensdale. In the ascent, and still better from the adjacent summit of Clermont Cairn, which attains an elevation of 1,676 feet, we command all the magnificent scenery connected with the northern shores of Carlingford Lough; of the Newry river, its valley, and its richly-wooded banks, including the fine mansion and beautiful demesne of *Narrow Water*, the seat of Mr. Hall; of Newry and its valley; of Slieve Gullian, and all the picturesquely broken mountains lying around it.

Flurry Bridge and the hamlet of Jonesborough, with the R. C. chapel and pretty little church, are passed ere we reach *Ravensdale*, the fine seat of Lord Clermont. For a brief notice of this beautiful park, and the country between it and Dundalk, see No. 17, p. 167. .

PRINCIPAL RIVERS, THEIR SOURCES, AND OUTLETS.

1. SHANNON, by far the largest and most important river in Ireland, rises in the county of Cavan, in the valley between the mountains of Cuilcagh and Larcana-callagh, ten miles above Lough Allen. The navigable part of the Shannon, from the head of Lough Allen to Limerick, is one hundred and fifty-nine miles ; its estuary from Limerick to Beale Point, where it falls into the Atlantic, forty-three and a-half miles. From Lough Allen to the tideway at Limerick it falls 147 feet.

DISTANCE IN STATUTE MILES BY WATER ALONG THE SHANNON.			
	Miles.		Miles.
Beale Point to Limerick, .	45	Tarmonbarry to Roosky, .	10
Limerick to Killaloe, . .	15	Roosky to Drumsna, . .	10
Killaloe to Portumna, . .	23	Drumsna to Carrick, . .	8½
Portumna to Meelick, . .	8½	Carrick to Leitrim, . .	6½
Meelick to Banagher, . .	4½	Leitrim to the foot of Lough	
Banagher to Shannon-bridge,	8½	Allen,	10
Shannon-bridge to Seven		Foot of Lough Allen to its	
Churches,	6½	Head,	10
Seven Churches to Athlone, .	8½	Athlone to Head of Lough	
Limerick to Athlone, . .	74½	Allen,	83
Athlone to Lanesboro', . .	21		
Lanesboro' to Tarmonbarry,	7	Entire navigable length, .	202½

2. BARROW, next in importance to the Shannon, has its source in the numerous springs flowing down the acclivities of the northern termination of the Slieve Bloom mountains, in the Queen's County, and after watering the towns of Portarlinton, Athy, Carlow, Bagnalstown, Graig, and Ross, blends with the estuary of the Suir at Cheek Point, five and a-half miles below Waterford. From Athy to the above point it is navigable—and is termed the Barrow Navigation.

3. SUIR, in a commercial point of view, one of the most important of our rivers, rises at the eastern base of the Devil's-bit mountains, in the county of Tipperary, about a mile from the source of the Nore, and runs through the towns of Thurles, Cahir, Clonmel, Carrick, and Waterford. From the town of Waterford to Hook Head, a distance of eighteen miles, it is called Waterford harbour.

4. NORE, rising at the eastern base of the Devil's-bit mountains, about a mile east of the source of the Suir, and in the county of Tipperary runs through Borris-in-Ossory, Castletown, *Abbeylea-demense*, Durrow, Kilkenny, Thomastown, Inistioge, and blends with the Barrow, about two miles above Ross.

5. SLANEY issues from the northern acclivities of Lugnaquilla, county of Wicklow, and on clearing the glen of Imale, runs through the towns of Baltinglass, Tullow, Newtownbarry, and Enniscorthy, and meets an arm of Wexford harbour, at Ferrycurrig Bridge, three miles above the town of Wexford.

6. LIFFEY has its source at the head of the glen of Kippure, county of Wicklow, about sixteen miles south-west from Dublin ; and after a circuitous course of sixty miles meets the tide-water at Dublin.

7. BLACKWATER, the most beautiful of all our rivers, rises near King Williamstown, on the confines of Cork and Kerry, and running through Mallow, Fermoy, and close to Lismore, falls into the sea at Youghal harbour.

8. BOYNE has its source in the streams running from the bogs south of the small village of Carberry, county of Kildare, and thence flows to the sea at Drogheda, passing in its course through the towns of Trim and Navan.

9. FOYLE is wholly a tidal river, extending from the lough of that name, past the city of Londonderry, to Lifford, where it receives the Finn and the Mourne.

10. ERNE issues from the beautiful

Lough Gowna, on the confines of the counties of Cavan and Longford, and after a devious course of many miles, during which it assumes all the many forms of which water is susceptible in lake or river, at last, under the latter character, precipitates its large volume over a ledge of rocks into the Atlantic at Ballyshannon.

11. LEE has its source in the small sequestered lake of Gougane Barra, county of Cork; it runs through the neighbouring lake of Inchageela, and near the town of Macroom, and terminates its course at Cork harbour.

12. BANDON, which at the time Spenser wrote was "crowned with many a wood," rises in the mountains of Carberry, in the county of Cork, and falls into the sea at Kinsale.

13. BANN, LOWER, bears along the surplus waters of Lough Neagh to the ocean, which it meets after a course of forty miles, a little below Coleraine.

14. MOY springs from the base of Knocknashee, in the county of Sligo, and runs into Lough Cullen, whence it again issues, and flows in increased size to the arm of Killala bay, which runs up to the town of Ballina.

SMALLER RIVERS.

AFFICK is the name of the stream that runs through the caverned limestone rocks in the demesne of *Kiltannan*, county of Clare, and changes its name every parish it passes through on its way to the estuary of the Fergus.

AHERLOW runs through the fine glen which takes its name, to the Suir, which it falls into about four miles above Cahir.

ALLO springs from the acclivities of the Use mountains, county of Cork, and blends with the Blackwater ten miles below Kanturk.

ANNACLOY has its source south-east of Hillsborough, and, watering the small town of Ballynahinch, falls into Strangford Lough about a mile under Downpatrick.

ANNALONG rises in the mountains of Mourne, a little to the south of *Slieve Donard*, and after a short but rapid course falls into the Irish Channel at Annalong port.

ANNALEE takes its rise among the numerous small loughs which lie around Cootehill, and falls into Lower Lough Erne about two miles below Butler's bridge.

ANNER the carrier of the waters from the fertile lands around Fethard-Tip. to the Suir, which it meets about two miles below Clonmel.

ARDULTAGH rises in the neighbourhood of Kiltormer, county of Galway, and falls into Lough Derg between Portumna and Woodford.

ARIGNA has its source in the mearings of Sligo and Leitrim, and falls into the Shannon near the mouth of Lough Allen.

ARNEY discharges the waters of Upper and Lower Loughs Macnean into Upper Lough Erne, about a mile below Drumane bridge.

ARRAGLIN meanders through the glen

whose name it takes, to the Blackwater, which it meets a little below the confluence of the Funcheon.

ARRIGADEEN rises in the range of hills lying between Cloghnakilty and Dunmanway, and falls into Courtmacsherry bay at Timoleague.

AUGHRIM brings down numerous streams from the mountains and valleys lying around that village to the Ovoca, at the Wooden-bridge Inn, county of Wicklow, and there at its confluence forms the second "Meeting of the Waters."

AVONMORE has its source in the streams running down the mountains lying around Luggela. It flows through Loughs Tay and Dan; bears along the various mountain streams from the lateral glens which it passes, and meets the Avonbeg, as stated below, at *Castle Howard*.

AVONBEG runs through Glenmalur, and blending with the Avonmore at *Castle Howard* forms the first "Meeting of the Waters"—thence their united streams are borne to the ocean under the name of the Ovoca.

AWBEG rises above Lis Carroll, runs through Buttevant and Doneralee, and falls into the Blackwater about a mile and a-half below Castletown Roche.

AYMORE has its source in the glen which is bounded on the west by Brandon mountain, and after a short course pays its tribute to the main at Brandon bay.

BALLINAHINCH river (*Connemara*) runs from the lake of that name to the Atlantic at Roundstone bay.

BALLANAMALLARD drains the country between Dromore and Lowtherstown, and falls into Lough Erne a little below St. Angelo.

BANN (UPPER) issues from the north side of the Mourne mountains, near Hilltown, and falls into Lough Neagh about half a mile west of the village of Charlestown. In its progress through the county of Down, it propels numerous mills, and waters the towns of Banbridge, Gilford, and Portadown.

BANN (Wexford). This little river rises in the hills north of Camolin, and falls into the Slaney a little above Enniscorthy.

BAUNAGH rises on the borders of Tyrone, and falls into Lough Erne about a mile below *Clonally* demesne.

BEALNABRACK runs through Glen Maam to Lough Corrib.

BLACK WATER (Ulster) has its source in the numerous streams issuing from the hills around Augher and Clogher, it falls into Lough Neagh at Maghery, receives the Ulster Canal at Charlemont, and in its progress passes near the towns of Aghnacloy and Caledon, and through Blackwatertown.

BLACK WATER (Cavan) issues from Lough Ramor, and falls into the Boyne at Navan.

BLACK WATER (Kilkenny) brings down numerous streams from the Booley mountains, and pursues its course through a pretty valley from Mullinavat to the Granny-ferry, where it meets the estuary of the Suir.

BLACK WATER (Meath) has its source in the streams flowing out of the eastern end of the Bog of Allen, and falls into the Boyne at the demesne of *Castle Richard*.

BLACK WATER (Kerry) in its short but hurried course brings down a considerable volume of waters from the Dunkerran mountains to Kenmare bay.

BLACK RIVER rises south east of Templetonhy, county of Tipperary, and after a short course falls into the Suir at Ballycarnask.

BONNET on issuing from Glenade, county of Leitrim, runs through the hamlet of Lurganboy in its progress to Lough Gill.

BORO has its source in the southern acclivities of Blackstairs mountain, and in its progress to the estuary of the Slaney, which it falls into about two miles below Enniscorthy, waters the demesnes of *Coolbawn* and *Castle Boro*.

BOYLE RIVER discharges the waters of Lough Gara, running through the town of Boyle, into Lough Key, and thence into

the Shannon about a mile above Carrick-on-Shannon.

BRICKY flows through the rich valley of Cappoquin to the sea at Dungarvan.

BRIDE has its source in the streams issuing from the acclivities of the Nagle mountains, county of Cork, and passing through Rathcormuck and Tallow, joins the Blackwater under the demesne of *Headborough*.

BROSNA issues from Lough Ennel, waters the towns of Kilbeggan, Clara, and Ferbane, and falls into the Shannon a little below Shannon bridge.

BROUGHAL has its source in the numerous streams issuing from the hills in the King's County to the south of Frankfort, and falls into the Brosna about three miles above Ferbane.

BROSNA LITTLE rises on the west side of the Slieve-bloom mountains, passes through Parsonstown, and falls into the Shannon about four miles below Banagher.

BUNDROWS flows from Lough Melvin, county of Leitrim, to Ballyshannon harbour.

BUNOWEN has its sources in the numerous rills running down the central mountains of the barony of Murrisk, county of Mayo, and, after a brief race, pays its tribute to Clew bay, the mouth of which it falls into a little below the small town of Louisburgh.

BUNGOSTEEN (Donegal) falls into the sea at Killybegs.

BUNDENNET rises in the hills near Dunnamanagh, and falls into the Foyle four miles below Strabane.

BUSH has its source in the boggy uplands near Dervock, and falls into the sea about a mile below Bushmills.

CONG carries the surplus waters from Lough Mask to Lough Corrib, and is subterranean in the greater part of its short course.

CLADY discharges the surplus waters of Loughnacung, which is at the southern base of Errigal, into Gweedore bay, below Clady bridge.

CLODIAGH (King's County) runs through the centre of the above county, and carries down a considerable volume of water to the Brosna, which it joins about two miles below Ballycumber.

CLODIAGH brings down the waters from the mountain lake Cumshingaun, which is situated high in the Comeragh

mountains, and after enlivening the demesne of *Curraghmore*, and propelling the machinery of the Portlaw factory, falls into the estuary of the Suir a little below the town of Portlaw.

CLODAGH rises in the elevated lands to the south of Mallow, and falls into the Blackwater a little below that town.

COLLIGAN carries down various springs issuing from the Munavullagh mountains through the glen which takes its name to the tide water at Dungarvan.

COLEBROOK RIVER runs through the rich valley in which *Colebrook demesne* is situated, waters the town of Maguire's bridge, and falls into Upper Lough Erne about four miles below Lisnaskea.

CORRIB rushes with the waters of its parent lake through the town of Galway to the sea.

CRUMLIN rises at the west side of Divis mountain, and falls into Lough Neagh a mile and a-half below the small town of Crumlin.

CULLENAGH RIVER has its origin in the hills lying to the east of Ennistymon, and leaving that town, on its course to Liscaunor bay, forms a rapid only inferior to the Owenmore at Ballisodare.

CURRANE, well known to anglers, discharges the waters of the lough of that name into Ballinskelligs bay.

CURRABEG RIVER flows through the valley which extends from the vicinity of Innishannon to Carrigaline, and falls into an arm of Cork harbour a little below Carrigaline.

CUSHER rises north-west of the Newry mountain, and supplies the Newry navigation about a mile above Tanderagee.

CALLAN is formed from numerous small streams that issue from the hills north of the city of Armagh, and running near that town, falls into the Blackwater below the small town of Charlemont.

CAMLIN rises near the southern base of Carnclonhugh hill, and running through the town of Longford, falls into the Shannon about three miles below that town.

CASHLEH carries down various small streams from the hills of Jar Connaught to Cashleah bay.

CASHIN is the short tidal river running in from the mouth of the Shannon, into which the Teale, Geale, and Brick fall.

CASTLETOWN RIVER has its source among the hills lying to the west of Dundalk, and falls into Dundalk harbour a little to the north of the town.

CLADAGH (Fermanagh) rises at the east side of Cullcagh, runs through Swanlinbar, and falls into Upper Lough Erne at the north base of Knockninny.

DARGLE, on escaping from the romantic ravine to which it gives name, meets the Bray river.

DAWROS carries the waters from Kylemore Lough to Ballynakill harbour.

DEE creeps through the richest lands in the county of Louth to the sea at Annagassan.

DEGLE rises in the hills to the west of Charleville, county of Cork, and falls into the Shannon about two miles below Askeaton.

DELVAN has its source in the streams running down the hills around Garristown, it runs through the glen of the Naul, and falls into St. George's Channel two miles north from Balbriggan.

DERG issues from the celebrated lough of that name in the county of Donegal, and falls into the Mourne about a mile and a-half above the confluence of the Douglass Burn.

DERRY RIVER has its beginning in several streams running from the high grounds west of Shillelagh, which, together with the contents of many upland rilla, it carries to the Slaney, between Newtownbarry and Clonegall.

DERRY WATER also rises in the vicinity of Shillelagh, but its stream is borne eastward to the Aughrim river.

DIFFACHER discharges the waters of Lough Belhavel into Lough Allen near *Grouse Lodge*.

DININ carries the waters of the Castlecomer coal district through the town of Castlecomer, and discharges them into the Nore a little below the demesne of Jenkinstown.

DODDER rises in the Dublin mountains, and falls into the bay of Dublin.

DOONBEG, in its short course, carries along the waters from the boggy districts in the west of the county of Clare to the Atlantic at Doonbeg bay.

DOUGLASS BURN rises in the hills north of Newtown Stewart, and falls into the Mourne six miles above Strabane.

EANYBEG and **EANYMORE RIVERS** bring down the waters from the mountain valleys of that part of Donegal to Inver bay.

EASK flows from the beautiful lake of that name to the sea at the town of Donegal.

EASKY discharges the overflowing waters of Lough Easky into the Atlantic a little below the small town of Easky, as also the contents of various named mountain streams that run down the acclivities of the Ox mountains.

ENNY brings down the waters from a mountain glen in the Iveragh mountains to the Atlantic at Ballinakelligs bay.

ERKIN rises at the base of the hill of Knockaha, which is between the towns of Templemore and Rathdowney, and, passing through Durrow, falls into the Nore a little below that town.

ERRIFF, during its short course, brings down the contents of several mountain streams and of numerous rills to the head of Killery harbour.

FAIRY-WATER first appears in the hills to the west of Omagh, and falls into the Strule river about two miles below that town.

FANE rises in the interior of the county of Louth, and in its short tranquil course to Dundalk bay waters the demesnes of *Fane valley, Stephenstown, and Clermont.*

FAUGHAN has its source at the confines of the county Tyrone, between Sawel and Muinard mountains, and falls into the mouth of the Foyle nearly opposite Culmore Fort.

FEALE has its source in various streams issuing from the Use mountains near Newmarket, in the county of Cork, and, after a course of forty miles, falls into the Cashin river, a wide but short tidal stream running into the mouth of the Shannon.

FEORISH takes its source near Castle Neynoe, in the county of Sligo, and running along the base of the Braulieve mountains, falls into the Shannon a short distance below the confluence of the Arigna.

FERGUS rises to the north of Ennle, and falls into the Shannon below the town of Clare.

FERTA finds an outlet for the waters collected in the boggy uplands to the north of Cahirciveen at Valentia harbour.

FINN (Fermanagh) rises south-east of Carnmore mountain, and passing through a part of Monaghan, again enters Fermanagh, and falls into Upper Lough Erne at Wattle-bridge.

FINN (Donegal) issues from the small but beautiful lough of that name in the Donegal mountains, and, on escaping from the highlands, pursues its peaceful course through the fertile valley, to which it also

gives its appellation, to the estuary of the Foyle at Lifford.

FINNAN rises in the hills to the west of Millstreet, and unites with the Blackwater about two miles below Kanturk.

FINISK runs down the glen from Ballinamult to the Blackwater at Affane.

FLESK springs up at the northern base of the Decrynasaggart mountains, waters the valley to which it gives its name, and falls into the Lower Lake of Killarney.

FOHARAS rises in the mountains to the south of Millstreet, and falls into the Sulane at Macroom.

FUNCHEON has its source in the streams issuing from the southern acclivities of the Galty mountains, and runs through the demesnes of *Mitchelstown and Moorpark* in its meandering course to the Blackwater, which it meets two miles below Fermoy.

GAROGUE bears the waters from the lovely Lough Gill to the bay of Sligo.

GLEN falls into Teelin bay.

GLENHESKE (Antrim) rises at the north side of Slieveanorra, waters the glen whose name it bears, and falls into the sea at Ballycastle bay.

GLENCREE RIVER brings down the overflows of the small Loughs Bray to the Dargle at Powerscourt, watering in its progress the glen whose name it bears.

GLENDUN carries down the various streams issuing from the mountain acclivities on either side of that glen to the sea at Cushendun bay.

GLYDE slowly meanders through the centre of the county of Louth to the sea at Annagassan.

GRANEY, a small river in the county of Clare which discharges the waters of Lough Grane and several upland streams into Lough O'Grady.

GREESE rises a little above Ballitore, and falls into the Barrow about two miles below *Oak Park.*

GWEEBARRA (Donegal) discharges the waters of Lough Barra, as well as of several mountain streams, into Gweebarra bay at Ballynacarrick ferry.

GWEDORE (Donegal) rises in the Derryneagh mountains, between Shieve-snaght West and Errigal, and falls into Gweedore bay.

KESH rises to the south of Tappaghan, and falls into Lough Erne below Kesh.

KILKEEL RIVER brings down numerous springs from the southern acclivities

of the Mourne mountains to the Irish Channel, which it falls into under the small town of Kilkeel.

KILQUANE discharges the streams collected from the western acclivities of Brandon into Smerwick harbour.

KING'S RIVER (Wicklow) rises near Wicklow Gap, and brings down the streams of various lateral mountain glens to the Liffey, which it blends with at Baldiboy's, a little below Blessington.

KING'S RIVER (Kilkenny) has its source in the streams issuing from the hills near Tullaroan, and watering Callan, runs past Kells and Stonyford to the Suir, which it joins at Annamult.

INNY steals its sluggish course through the low boggy tracts of Westmeath and Longford, discharging the surplus waters of the chain of loughs comprehended under the names of Sheelin, Renniel, Deneragh, and Iron. On emerging from Lough Sheelin it first assumes the river character, and, after a course of about thirty-five miles, it pays its ample tribute to the Shannon about three miles below Ballymahon.

ISLIN (Leitrim) falls into the Shannon below Dromod.

ISLIN (Cork) rises to the west of Bantry, and falls into the sea at about two miles below Skibbereen.

LAGAN rises at Slieve Croob, about four miles south of the town of Ballinahinch, and falls into Belfast Lough, forming for a considerable portion of its circuitous course the Lagan navigation.

LAUNE falls into Castlemain bay, carrying off the surplus waters of the far-famed lakes of Killarney.

LEANNAN carries down the contents of various mountain streams, as well as the surplus waters of Lough Beagh South to Lough Fern, and, reissuing from that small sheet of water, falls into Lough Swilly at Rathmelton.

LEER rises a little above Castle Dermot, and falls into the Barrow about a mile below the confluence of the Greese.

LICKY carries down the waters from the southern sides of Slieve Grian to the estuary of the Blackwater at Clashmore.

LINAAN rises in the hills north from Carrick-on-Suir, and falls into the Suir a little below that town.

LYRE has its source in the Boghra mountains, and after a brief race falls into the Blackwater two miles below Kanturk.

MAINE (Antrim) rises at the eastern side of Dunloy, and watering Randalstown, runs through the demesne of *Sham's Castle* to Lough Neagh.

MAINE (Kerry) runs from Castle Island to the head of Castlemaine haven.

MAGUE rises near Charlevilla, and after traversing the county of Limerick in a northerly course falls into the Shannon nine miles below Limerick.

MAHON issues from the southern acclivities of the Commeragh mountains, runs through the small town of Kilmac-thomas, and falls into the Atlantic at Bunmahon.

MILAGH brings down the waters from the hills which lie to the east of Bantry, and falls into Bantry bay at the town.

MOGEELY issues from the hills near Dungourney, and runs through the demesne of *Castle Martyr*, and in its progress to Youghal harbour is augmented by the Killeigh and several other mountain streams.

MOURNE is the carrier of the Derg, Stroule, and Douglass rivers from the confluence of the latter with the Strule to the Foyle.

MULKERN has its source in various streams running into the plain lying between the towns of Tipperary and Limerick: it also carries down various streams issuing from the hills in the vicinity of Newport-Tip. to the Shannon, which it blends with four miles above the city of Limerick.

NANNY WATER winds through the marshy valleys on the east of Meath to the sea near Balbriggan.

NEWPORT (Mayo) discharges the waters of Lough Beltra into Clew bay, at Newport.

NEWRY WATER aids the inland navigation of that part of the country through which it glides, and falls into the bay of Carlingford.

NIRE sweeps along the waters from the valleys which separate the mountains south from Clonmel to the Suir, which it meets four miles below Ardfinan.

The **OWENRIFF** or **OUGHTERARD RIVER** runs through the small town of that name to Lough Corrib, which it meets about a mile below the town. It carries down the surplus waters of several of the lakes lying to the west of Oughterard.

OUVANE rises in the Sheehy mountains, and, after a short course, falls into the head of Bantry bay, near Ballylickey.

OVOCA, one of the best known and most lovely of all our rivers, carries down the waters of the Avonmore, Avonbeg, and Aughrim to St. George's Channel at Arklow.

OW issues from the southern acclivities of Lugnaquilla, and falls into the Aughrim a little below that village.

OWENGARNEY brings down the waters of Doolough, Castle lake, and various streams rising in the eastern parts of the county of Clare to the estuary of the Shannon, which it meets a little below Bunratty bridge.

OWENAVANAGH rises near Oulart, and after watering the demesne of Courtown, falls into St. George's Channel.

OWENCOCKER STREAM brings down the waters falling into the glens south-east of Ardara to Loughrosmore bay.

OWENDALUTLEECH rises in the bogs above Lough Cooter, and on supplying that lough runs through the town of Gort and the demesne of Coole to Kinvara, a branch of the bay of Galway. In its progress it sinks into the caverned limestone rocks and re-appears several times.

OWENEA has its source in the streams running through the glens above Glenties, the contents of which it carries down to Loughrosmore bay.

OWENDUFF RIVER first appears on the western side of the Nephinbeg group of mountains, and carries down the contents of innumerable streams issuing from the dreary heath-clad hills lying around, to an arm of Tullaghan bay, which it meets a little above Ballycroy ferry.

OWENDUFF (Wexford) runs through a considerable portion of the more southerly parts of the county of Wexford, and falls into the head of Bannow bay at Clonmines.

OWENMORE is the principal river in Erris. It bears along the contents of all the numerous streams that flow down to the central plain of that district, as also the surplus waters of Carrowmore lake, to the head of Tullaghan bay.

OWENGLIN carries the waters from the hills to the east of Clifden to the bay under the town.

OWENBEG (Sligo) issues from the southern acclivities of the Ox mountains, and flowing near the little town of Coolaney falls into the Owenmore about two miles above Collooney.

OWENMORE (Sligo) rises near Battle-

field, on the western slopes of the Curlew hills, runs through Templehouse lake and the demesne of Anachmore, and forms, in its descent to an arm of Sligo bay, at Ballisodare, one of the finest rapids in the kingdom.

OWENWEE has its source at the north side of Croagh Patrick, and falls into Westport bay two miles below Westport.

RINN issues from Lough Rinn, and carries down all the waters collected in the numerous loughs north of it, and discharges them into Lough Forbes, one of the enlargements of the Shannon.

ROBE springs from the rich pastoral grounds known as the plains of Mayo, and running past the towns of Hollymount and Ballinrobe falls into Lough Mask.

ROE rises in the Derry mountains above Dungiven, and falls into Lough Foyle below Newtown-Limavady.

ROOGAGH has its source on the western side of Glenkeel, and falls into Lough Melvin.

RUAGHTY brings down the waters from the valley lying to the east of the town of Kenmare to the head of Kenmare bay.

RYE carries down several small streams issuing from the little hills west and north of Kilcock to the Liffey at Leixlip, watering in its course the demesne of Carton, and running under the great aqueduct of the Royal Canal.

SCARIFF discharges the waters of Lough O'Grady into Lough Derg two miles below the town of Scariff.

SHANAGH is supplied by several streams issuing from the high grounds to the north of Blarney, and proceeds from that town to Cork, falling into the Lee in the centre of the city under the name of the Kiln river.

SHIMNA has its source in various springs issuing from the northern base of the Mourne mountains, and in its short course enlivens the beautiful demesne of *Tollymore Park*, and falls into Dundrum bay near *Donard Lodge*.

SILLEES is the principal river in the high and dreary tableland lying to the south of Lower Lough Erne; and carries by a long and very devious course all the waters of that and the adjacent districts to the river Erne, which it meets about a mile above Enniskillen.

SIXMILE WATER rises at the eastern base of Wee-Collin mountain, and carries down numerous streams to Lough Neagh,

which it falls into a little below the town of Antrim.

SOW issues from the southern base of the Oulart group of hills, steals its way through a deep marsh, and thence flows through a lovely valley to an arm of Wexford harbour.

SLADE has its beginning in the streams flowing down the sides of the hills limiting Glen Saggard, county of Dublin, and on clearing that glen flows through the rich plain by Clondalkin; and, after turning several large mill-wheels in the southern vicinity of Dublin and in the city itself, falls into the Liffey under the Royal Hospital of Kilmainham.

STRULE has its origin in several streams running from the hills around Omagh, and under that name carries down a large volume of water to the Mourne, the appellation of the lower part of that beautiful river.

SUCK, the largest of the Shannon's tributaries, has its source in the streams running from the boggy plains above the town of Castlereagh, county of Roscommon, and running through the towns of Castlereagh and Ballinasloe, blends with the Shannon a little below Shannon bridge.

SWILLY waters the romantic glen above Letterkenny, and falls into Lough Swilly a little below that town.

SULLANE has its source in the streams issuing from the Dernasaggart mountains, and falls into the Lee a little below Macroom.

TAR carries down the streams issuing from the northern acclivities of the Knockmealdown mountains to the Suir, which it joins about three miles below the small town of Ardfinnan.

TAY springs from the southern slopes of the Monavullagh mountains, waters the

demesne of Woodhouse, and falls into the Atlantic a little below the small town of Stradbally.

TERMON takes its rise north-west of Glenvannan mountain, runs through Pettigo, and falls into Lough Erne a little below that town.

TOLKA meanders through the rich plains of the northern side of the county of Dublin, and running through the Botanical gardens and village of Glasnevin, falls into the bay a little below Drumcondra.

URN rises in the southern acclivities of Mount Leinster, and flows through the forest of Killoughram in its progress to the Slaney at Enniscorthy.

USKERLY issues from the north side of Cloughgrenan hill, and falls into the Dinin at Dysart bridge about two miles below Castlecomer.

VARTRY rolls through the Devil's glen, and falls into the sea near the Murrough of Wicklow.

WHITE WATER carries down several named mountain streams from the southern acclivities of the Mourne mountains to Carlingford Lough, watering in its progress *Mourne Park*, the beautiful residence of the Earl of Kilmorey.

WOODFORD RIVER discharges the waters of Loughs Garadice, Derrycassan, &c., as also the contents of numerous streams and rills to the upper end of Lower Lough Erne.

WOODFORD (Galway) takes its rise on the east side of Slieveanore, and falls into Lough Derg below Rosmore bridge.

YELLOW RIVER runs from the marshy grounds near Tyrrell's Pass to the Boyne, which it meets about five miles above Clonard.

POPULATION OF THE LARGER TOWNS.

POPULATION of TOWNS having above 1,000 inhabitants, exclusive of Paupers in Workhouse.
The Cities and Boroughs returning Members to Parliament are distinguished by an Asterisk.—(From *Thom's Irish Almanac and Official Directory.*)

Cities and Towns.	Popula- tion.	Cities and Towns.	Popula- tion.	Cities and Towns.	Popula- tion.
Antrim, . . .	2,324	Donaghadee, . .	2,818	Mitchelstown, .	3,091
Ardee, . . .	2,752	Doneraile, . . .	1,856	Moate, . . .	1,979
Arklow, . . .	3,306	*Downpatrick, .	4,098	Monaghan, . .	3,484
*Armagh, . . .	9,306	*Drogheda, . . .	16,845	Mountmellick, .	3,657
*Athlone, . . .	6,218	Dromore, . . .	1,872	Mountrath, . .	2,101
Athy, . . .	3,908	*Dublin, . . .	252,613	Mullingar, . .	5,026
Bagenalstown, .	2,292	*Dundalk, . . .	9,995	Naas, . . .	3,132
Balbriggan, . .	2,310	*Dungannon, . .	3,854	Navan, . . .	4,016
Ballina, . . .	5,230	*Dungarvan, . .	6,965	Nenagh, . . .	7,349
Ballinasloe, . .	4,063	Dunmanway, . .	2,222	Newcastle, . .	2,513
Ballinrobe, . .	2,162	*Ennis, . . .	3,623	*New Ross, . .	7,941
Ballymena, . .	6,136	Enniscorthy, . .	6,095	*Newry, . . .	13,491
Ballymoney, . .	2,581	*Enniskillen, . .	5,998	Newtownards, .	9,567
Ballyshannon, .	3,697	Ennistimon, . .	1,741	Newtownlimavady	3,206
Banagher, . . .	1,846	Fermoy, . . .	5,844	Omagh, . . .	3,385
Banbridge, . . .	3,301	Fethard, . . .	2,767	Parsonstown, .	5,540
*Bandon, . . .	6,929	Freshford, . . .	1,097	Passage West, .	2,857
Bangor, . . .	2,850	*Galway, . . .	20,686	Portadown, . .	3,091
Bantry, . . .	2,943	Gilford, . . .	2,814	Portaferry, . .	2,074
*Belfast, . . .	100,300	Gorey, . . .	2,973	*Portarlington, .	2,728
Belturbet, . . .	2,054	Gort, . . .	2,405	Portlaw, . . .	4,351
Blackrock, . . .	2,342	Graigueanamanagh	1,710	Queenstown, . .	11,428
Boyle, . . .	2,767	Granard, . . .	1,805	Ranelagh, . . .	3,209
Bray, . . .	3,156	Haroldscross, . .	2,934	Rathfriland, . .	2,053
Caher, . . .	3,719	Kanturk, . . .	3,150	Rathkeale, . .	3,020
Callan, . . .	2,368	Kells, . . .	4,012	Rathmines, . .	3,216
Cappoquin, . . .	2,145	*Kilkenny, . . .	15,808	Roscommon, . .	3,364
*Carlow, . . .	9,121	Killaloe, . . .	2,230	Roscrea, . . .	3,496
Carrickbeg, . .	2,108	Killarney, . . .	5,962	Skerries, . . .	2,327
*Carrickfergus, .	3,543	Kilrush, . . .	4,471	Skibbereen, . .	3,856
Carrickmacross, .	2,534	Kingstown, . . .	10,453	*Sligo, . . .	11,104
Carrick-on-Suir, .	6,223	*Kinsale, . . .	5,506	Strabane, . . .	5,079
*Cashel, . . .	4,798	Larne, . . .	3,076	Tallow, . . .	1,986
Castlebar, . . .	4,436	Letterkenny, . .	1,947	Templemore, . .	4,375
Castleblayney, .	2,084	*Limerick, . . .	53,448	Thomastown, . .	1,843
Cavan, . . .	3,254	*Lisburn, . . .	6,569	Thurles, . . .	5,921
Charleville, . .	2,685	Lismore, . . .	2,340	Tipperary, . .	7,001
Clare, . . .	1,562	Listowel, . . .	2,126	*Tralee, . . .	9,957
Clogheen, . . .	1,562	*Londonderry, . .	19,888	Trim, . . .	1,905
Clonakilty, . .	3,300	Longford, . . .	4,614	Tuam, . . .	4,938
Clones, . . .	2,333	Loughrea, . . .	3,681	Tullamore, . . .	4,928
*Clonmel, . . .	12,518	Lurgan, . . .	4,211	Tullow, . . .	2,963
Cloyne, . . .	1,713	Macroon, . . .	3,727	*Waterford, . .	23,339
*Coleraine, . . .	5,920	*Mallow, . . .	5,436	Westport, . . .	4,815
Cookstown, . . .	2,993	Maryborough, . .	2,635	*Wexford, . . .	12,471
Cootehill, . . .	2,105	Maynooth, . . .	2,201	Wicklow, . . .	3,141
*Cork, . . .	85,745	Midleton, . . .	3,676	*Youghal, . . .	7,410
Dingle, . . .	3,262	Millstreet, . . .	1,504		

COUNTIES,

WITH THEIR AREAS AND POPULATION.

(The Areas from the Ordnance Survey, and the Population from *Thom's Almanac*.)

Counties.	Area. Statute Acres.	Popula- tion.	Counties.	Area. Statute Acres.	Popula- tion.
Antrim, . . .	761,877	360,201	Limerick, . . .	680,842	262,186
Armagh, . . .	328,076	196,085	Londonderry, . . .	518,424	191,869
Carlow, . . .	221,342	68,059	Longford, . . .	269,409	82,350
Cavan, . . .	477,360	174,071	Louth, . . .	203,150	107,657
Clare, . . .	827,994	212,428	Mayo, . . .	1,867,618	274,612
Cork, . . .	1,849,685	649,071	Meath, . . .	578,657	140,750
Donegal, . . .	1,198,448	255,160	Monaghan, . . .	319,849	141,813
Down, . . .	611,918	328,754	Queen's, . . .	424,854	111,623
Dublin, . . .	226,517	405,092	Roscommon, . . .	603,955	173,417
Fermanagh, . . .	456,531	116,007	Sligo, . . .	461,753	128,510
Galway, . . .	1,566,354	321,831	Tipperary, . . .	1,061,731	331,487
Kerry, . . .	1,185,917	238,239	Tyrone, . . .	806,296	255,724
Kildare, . . .	418,436	95,688	Waterford, . . .	461,553	164,051
Kilkenny, . . .	509,732	158,716	Westmeath, . . .	453,463	111,409
King's, . . .	493,985	112,080	Wexford, . . .	576,588	180,159
Leitrim, . . .	392,363	111,841	Wicklow, . . .	500,178	96,879

SUMMARY BY PROVINCES

OF THE ABOVE TABLE.

Provinces.	Area. Statute Acres.	Population.
LEINSTER,	4,876,416	1,672,591
MUNSTER,	6,067,722	1,857,412
ULSTER,	5,559,305	2,011,756
CONNAUGHT,	4,392,043	1,010,711
Total,	20,895,486	6,551,970

POPULATION OF IRELAND AT DIFFERENT PERIODS.

Years.	Population.	Years.	Population.
1672	1,100,000	1805	5,395,466
1712	2,099,094	1813	5,937,856
1726	2,809,106	1821	6,801,127
1754	2,372,634	1831	7,767,401
1767	2,544,276	1834	7,947,848
1777	2,690,556	1841	8,175,124
1785	2,845,932	1851	6,551,970

APPENDIX.

BRIEF NOTES FOR ANGLERS IN IRELAND.

THE SHANNON ABOUT ATHLONE.

THIS part of this noble river affords capital trout fishing, more particularly about two miles above Athlone, where it forms itself into a large lake called Lough Ree;—a beautiful sheet of water, about twenty miles in extent, and studded with numerous islands, around the shores of which, and on the shoals, trout abound. The trout here are very large. They are not often taken under two pounds, and frequently exceed ten. In the nets it is no uncommon thing to take them from 15 to 20 lbs. weight. Here it is much the habit of anglers to fish with cross lines, as the large trout are very shy, and fishing with the single rod very uncertain, except when the green drake is on the water. Yew Point, The Cribbs, Quaker Island, are some of the best falls for large trout. About the first week in June the green drake comes well out, and the single rods then come into play, as the fish leave their haunts, and go all over the lake in search of their favourite food. The stone fly, charets of all shades, particularly very dark, olives of all shades, fiery brown, deep orange, cinnamon colour with mallard wing tied large, are the flies with which the angler will be most successful. The rod-fishing upon this lake has been much injured by the use of nets, an unfair and destructive prac-

tice, which will now, it is hoped, be effectually prevented.

LAKE OF ALLUA.

This lake is situated about ten miles above Macroom, county of Cork, and was once famous for trout and salmon, which have of late years diminished very much, in consequence of the introduction of pike, by which the river is now infested. There are an upper and a lower lake. In the upper lake, to which the pike have not access, some good trout-fishing is to be found.

THE RIVER LAUNE.

This river flows out of the lakes of Killarney into Dingle bay. At Beaufort bridge, the seat of the Hon. Mr. Mullins, there is some excellent fishing to be found. From March to May is the best season.

LAKES OF CARRAGH.

These lakes are situated about four miles from Killorglin, a wild district in Kerry, and contain a great abundance of excellent trout. About eight miles from Killorglin, on the road to Cahersiveen, is a house of accommodation, where the angler may take up his abode. He will be in the immediate neighbourhood of two good streams, the one,

that from the above-named lake, containing nothing but salmon; the other an excellent mountain river, abounding in white trout.

DUBLIN.

The Liffey.—The angler, during favourable weather, will find tolerably good amusement at Chapelizod, both above and below the bridge; about a mile further on, at a portion of the river called the Hungry Stream; at Colonel White's gate; at Lucan; at the Salmon Leap; at Celbridge; at Straffan; at Clane, and at Kilbride. In the upper part of the river the trout are plenty, but do not run to a large size. In the lower part there are larger fish, but they do not take the fly so freely. The most killing flies are, in the early season, March and April, the foxes, in all their varieties; wren, black, red, and grey hackels, will, throughout the whole season, be found useful.

The Tolka.—This little river contains very fine trout; but it requires a skilful and experienced angler to take them. The black hackel with a purple body is a favourite fly. The angler may begin at Mulheather, and fish down.

The Swords River.—This is a well-stocked trout stream: towards the latter end of the season, white trout are to be found in it. The angler may begin near Ashbourne. The fishing is good down to the sea. Flies the same as those used on the Liffey.

The Dodder.—The fishing in this little river has been much deteriorated by the various factories which have arisen upon its banks. Still, in the mountain districts it will afford the angler pleasant pastime.

THE BANN.

This noble river issues out of Lough Neagh, and joins the sea below Coleraine. It abounds in trout and salmon; the trout are some of the highest flavoured in Ireland. There is good fishing at Toom. About ten miles lower down, at Portna, it is still better. This part of the river contains, perhaps, the finest trout stream any where to be found. The flies most in request are the olives, in all their varieties. Good accommodation at Kilrea, about one mile from the fishing ground; tolerable at Portna.

LAKES OF KILLARNEY.

These lakes are visited more frequently for their natural beauties, than for the pastime of the angler; but they contain both trout and salmon in no small abundance—and a skilful hand, under good pilotage, may often have excellent amusement.

LOUGH GUITANE.

A lake about four miles from Killarney. It contains some very large trout, which are only to be taken by trolling.

LOUGH BRINN.

A small lake in Kerry, about twelve miles from Kenmare. It is full of white trout.

BLACKWATER RIVER IN KERRY.

This river is near Kenmare, and when the water is in good order, affords excellent sport to the angler. The best season for fishing it is the spring. It is scarcely worth visiting in summer, unless after heavy rains. There is a lake about six miles above the road which crosses it to Kenmare,

in which excellent white trout may be caught, if the angler can secure a breeze. The flies for the Blackwater are the smallest size salmon flies, rather gaudy. There is no accommodation nearer than the hotels at Kenmare.

BLACKWATER, IN CORK.

This river, near to Fermoy, is excellent for salmon and pike. The best fishing is to be had about two miles from Fermoy, at Cary's Ville, the seat of Mr. Cary. This part of the river is strictly preserved, but gentlemen asking permission are seldom refused.

THE NORE.

This river flows through the county of Kilkenny, and would be one of the very best rivers for trout and salmon, were not the weirs so numerous, and did not the fishermen who frequent its banks use both cross lines and nets for the destruction of the fish. This it is to be hoped, will be, by the recent enactment, in some degree prevented. At Mount Juliet, Norelands, and one or two other places, the river is partially preserved; and nothing is wanting but the establishment of some regulations similar to those adopted upon the upper part of the river Lee, to render it as good a river for trout and salmon as could be found. At Dunmore, the property of the Marquess of Ormond, the angling is particularly excellent. The general run of salmon flies suit the river. They should be tied with dobbling of pig's wool, and a good deal of peacock in the wing. The ordinary run of trout flies will sufficiently answer.

CLONMEL.

The Suir.—This river is well supplied with both trout and salmon.

For trout, the wren in all its varieties is the favourite fly. The angler should consult the experienced fishermen in its neighbourhood respecting the parts of the river likely to afford the best amusement.

The Annar.—This little river joins the Suir below Two-mile-Bridge, and contains a great plenty of most excellent trout. Salmon may be also occasionally found in it. The trout are fastidious and wary, and none but experienced hands are likely to take them with a fly. Flies the same as on the Suir. The yellow and orange-bodied wren, when the water is brown, are likely to do good service. The angler may proceed to Kiltynan, and fish from that down to the junction of the river with the Suir.

The Nire.—This is a mountain stream which rises in the county of Waterford mountains, having its origin in large collections of waters called the Loughs. These are themselves well supplied with trout. The trout in the Nire do not run to a large size, nor are they of a superior quality—but they take freely when the weather is favourable; and it must be the angler's own fault, if he returns home without a heavy basket. The wren is the favourite fly; but black and red hackels, in all their varieties, will be found very useful.

Marlfield Pond.—This piece of artificial water contains plenty of excellent trout. But they are very dainty in taking the artificial fly.

CAHER.

This town is situated upon the Suir, and some excellent trout and salmon fishing may be had in its vicinity.

CASTLECONNEL.

Excellent salmon fishing is to be had in this neighbourhood, which is

watered by the noble river Shannon, containing fish not to be exceeded in quality in any part of the world.

KILLALOE.

Near to the shore, and higher up upon the river, is the little town of Killaloe, remarkable not only for its eel rivers, but also for the peculiar skill of its inhabitants in cooking that not very tempting fish. These rivers present to the angler a good cast for trout, in their eddies, in which very fine fish are sometimes taken. But the day must be decidedly favourable to give the angler any hope of amusement.

LOUGH DERG.

Advancing still up the Shannon, the angler will be brought to Lough Derg. Here he may lay aside his trout and salmon tackle, and try for perch and pike with the lures best suited to attract them. A small trout is the best bait for the latter; for the former a gudgeon is preferred.

BROADFORD.

A little village about ten miles from Killaloe, near to which are two lakes, said to contain very large pike. We do not know that there is much beside to reward the angler.

NEWMARKET.

This is a little village about twelve miles from Limerick, on the road to Ennis. In its neighbourhood are the two lakes called Rosroe and Finlough. They contain trout, eels, and roach. Some good fishing may be occasionally had upon them, but they are not particularly worthy of the angler's attention. Should he be in the neighbourhood, and the weather favourable, he should try

them; but they are not worth going to for their own sake.

INCHIUIN.

This lake is about ten miles from Ennis, and, if the day be good, will afford the angler excellent amusement. "Flies of the medium size, with red or brown fur bodies, light gold twist, and wings either of partridge and rail mixed, or else mallard with a few feathers of the peacock's breast. There is also a very favourite dropper fly, called the *rush* fly, which has a reddish brown body, with wings of a small rail's feather, not stripped off the quill."—*Angler in Ireland*, vol. i., p. 53.

CORROFIN.

Close to the above-named village is Lough Atedaun. Some excellent pike fishing may be had here, and roach are to be found in the greatest abundance.

GALWAY.

In the town of Galway most excellent salmon fishing is to be had. The fisherman may take his stand upon the weir, and it will not be for want of a great abundance of fine fish that he can be without amusement.

SPIDDEL.

This is a small village about ten miles from Galway. Its little river communicates with the bay, and contains, in the season, a good supply of salmon.

COSTELLO.

This is a wild region in the district of Connemara, through which flows a river abounding with trout and salmon, unrivalled, for the angler's pastimes, in the British empire. It is in the possession of a company

of gentlemen, by whom it is very strictly preserved. It abounds with sea trout of excellent quality. Flies of the gaudiest kind are there most in request by the finny tribe.

BALLINA.

Convenient to this town is the river Moy, famous for its salmon fishery.

LOUGH GILL.

This lough is about two miles from Sligo. In it both trout and salmon are to be found.

BALLYSHANNON.

Here the salmon fishing is excellent. The Erne flows out of the lough of the same name, and contains some of the largest salmon to be found in Ireland.

BALLYNAHINCH,

The seat of Mr. Martin, of Connemara. The river here abounds in salmon.

CURRANE LAKE.

This lake is situated about four miles from Derrynane. It is one of a succession of lakes which discharge their waters into Ballinskelligs bay. All these lakes are well supplied with trout and salmon.

of a very superior flavour. In June the largest trout are taken, varying from three to six pounds. In August there is a second run of a smaller size—the average being from one to two pounds. The flies best suited to these lakes are the fiery browns, different shades of clarets, bright olives, and grey grouse and mallard wings, tied rather more gaudily than common trout flies.

THE LEE.

This river is at present but an indifferent trout stream, the trout having of late years been very much diminished by the intrusion of pike. The upper portion of it, however, from Carrigados-head to Macroom, is excellent for salmon. It is strictly preserved by a society, consisting of the proprietors of the adjoining land, of which Sir Augustus Warren is the head. The rules of their society permit any gentleman to fish with a single rod on the Mondays and Tuesdays of each week, during the fishing season, upon payment of an annual subscription of one guinea. The poorer classes have the same privileges conceded to them, upon payment annually of ten shillings. Respecting the flies for this river, we would advise the angler to supply himself at Reddin's, opposite the old custom-house, Cork. The best season is from the middle of March to the end of May.

OUTLINE OF THE MINERAL STRUCTURE OF IRELAND.

It may be stated in general terms, that the surface of Ireland exhibits a vast extent of calcareous strata, which, occupying the central parts of the island, are bounded along the coast by ranges of mountains, consisting chiefly of primary rocks. The ranges of primary mountains which extend around the shores of Ireland do not form one continuous and uninterrupted belt, nor do they consist of rocks of the same mineral composition, or even of the same antiquity, but each mountain range has its own geological features and peculiarities of structure. If we commence our examination on the north-east coast, we observe the primary chain of the Mourne mountains, which extends from Dundrum bay on the north to Carlingford on the south, thus traversing the whole length of the county of Down. The axis of the Mourne range consists of granite flanked by masses of greenstone, hornblende, schists, &c., and these primary rocks are succeeded by graywacke schists, which extend from the mountainous region of Down, into the counties of Armagh, Monaghan, and Cavan. The granite of the Mourne mountains differs considerably in mineral characters from that of the Wicklow range, hereafter to be noticed; it often contains hornblende, a mineral which is extremely rare in the granite of the south-east coast; and the felspar is of a reddish colour, while that of the Wicklow granite is of a pearly white. It is deserving of notice, that gneiss, a rock so common in the primary districts of Scotland, does not occur anywhere in the mountains of Down or Wicklow; mica schist, which is found in great abundance in the Wicklow range, and also in the primary districts of the north-west of

Ireland, has not been detected in the Mourne mountains. Fine crystals of topaz and beryl are found in the granite of Slieve Donard, one of the Mourne mountains. The primary mountains of Downshire may be considered as a continuation of that range of hills which extends from Port Patrick in Scotland across that country to St. Abb's head on its eastern shores.

If we now proceed to the south of the bay of Dublin, we find another granite axis extending from Killiney on the north to Brandon, in Kilkenny, on the south, a distance of about sixty miles. The granite of the county of Wicklow is often succeeded by mica schist, and this rock is usually followed by argillaceous schist and quartz rock. This order of succession among the primary strata is not always perfect, for both on the eastern and western sides of the granite axis the mica schist is often absent, so that the argillaceous schist is found in contact with the granite, and even this latter may be deficient, and the granite is found to be in contact with quartz rock, as is the case at Shankhill, near the Scalp, in the county of Dublin: in other cases all the primary strata may be absent, and the granite is followed by the carboniferous limestone. All these phenomena may be observed in the counties of Dublin and Wicklow, a district no less remarkable for its varied and picturesque beauties than for the facilities which it presents for studying almost every circumstance connected with the history of the primary strata.

The granite of Killiney contains several interesting minerals, such as *Spodumene*, *Apatite*, and *Killinite*, which last-named mineral has only been found in this locality. Killiney

is also deserving of notice, as affording a most instructive example of the intrusion of granite veins into the adjacent strata, where, from the distinctness of the section and its easy access, almost every circumstance connected with the natural history of granite veins may be studied as on a model.

If we now examine the western shores of Ireland, we shall find that like the eastern they are bounded by ranges of primary rocks. In the north we find one of these mountain chains extending between the rivers Roe and Strabane, and occupying part of the counties of Derry and Tyrone. The principal rocks consist of granite, gneiss, and mica schist. This range has been considered as continuous with the Grampians of Scotland, and there appear to be many points of resemblance between them.

The primary mountains of the south-west of Ireland are not yet sufficiently known, but granite occurs from Donegal to Galway, and in the former county quartz rock is very abundant, and often forming mountains of considerable elevation. The county of Galway is also remarkable for the beautiful serpentine which occurs in the district of Connemara. This very interesting and formerly little known portion of the west of Ireland will afford much instruction to the student of the primary and erupted rocks. Among the stratified rocks we find micaceous schist, hornblende schist, quartz rock, and primary limestone; all these strata are intersected by veins of granite of every size, and exhibiting a complete series of all those mechanical and chemical phenomena which are now attributed by all geologists to the intrusion of matter in a state of fusion. These veins are so abundant that they may be seen every where along the road, and can therefore be examined with much less trouble than is usually the case in other districts.

From these observations it appears that the granite and primary strata are confined almost entirely to the coasts of Ireland, while the interior of the country may be considered as a vast basin of secondary strata enclosed within the mountain ranges. As an exception to this remark, we may mention that Lieutenant Stoddhard, of the Royal Engineers, has detected a mass of granite in the county of Cavan, but in this instance the granite does not attain to any considerable elevation.

Although so great a portion of the surface of Ireland is occupied by secondary strata, they do not present any thing like the interesting variety of features which they exhibit in England. No tertiary formation has yet been detected in Ireland. With the exception of the province of Ulster, scarcely any rock newer than the carboniferous strata has been observed, and even in Ulster the beds of lias, magnesian limestone, or chalk, occur on a very diminutive scale when compared with similar formations in England.

Of the older fossiliferous rocks which occur between the primary strata and the old red sandstone we know very little, although it is extremely probable that such deposits exist in several parts of Ireland; but this question has been so little investigated hitherto, that it would be hazardous to express any opinion till the necessary data have been obtained. [We have permitted the preceding sentence to stand as in the first edition, to indicate the progress which has subsequently been made.] Of late an extensive series of strata have been found in many parts of Ireland, agreeing in this general character, that they are situated in geological position above the primary strata on the one hand, and below the old red sandstone on the other. These previously neglected strata correspond to the transition strata of the older geologists—the Silurian strata of Mr. Murchison, so called

from the district of South Wales, where they may be studied to most advantage. These Silurian strata have been observed in many parts of Ireland, as at Portrane near Dublin, in Tyrone, and other northern counties—and also in the southwest, in the county of Mayo. The fossils found in these strata consist of Trilobites, corals, and shells, often identical with those found at Dudley, and in Wales.

The old red sandstone is a rock of very general occurrence in Ireland, often emerging from under the carboniferous limestone, and rising into hills of considerable elevation. The sandstone varies considerably in its mineral characters: sometimes it consists of an aggregation of fine grains of quartz; in other situations it forms a conglomerate consisting of pebbles of quartz, re-united in some cases by oxide of iron. Examples of this conglomerate may be seen near Dublin, at the peninsula of Portrane, or at the hill of Lyons in the county of Kildare. The old red sandstone is said to alternate with beds of graywacke and graywacke schist. The Slieve Bloom mountains consist chiefly of sandstone, reposing on argillaceous schist, and the same remark applies to the Bilboa and Keeper mountains. This rock is also found in Waterford, Cork, and Limerick, and in short is of frequent occurrence, whenever the absence of the limestone or the inequalities of the country permit the circumstance to be ascertained.

By far the most predominant rock in Ireland is the mountain or carboniferous limestone, and with the exceptions of Antrim, Wicklow, and Derry, it is found in every county of Ireland. As the carboniferous limestone occupies so great an extent of the surface of Ireland, we may expect that it will exhibit a considerable variety both in its mineral characters and in its relative position to other rocks. As might be

anticipated, the limestone reposes indifferently on every older rock, and is also found in contact with every erupted rock, from granite to trap. Near Dublin this rock possesses peculiar characters, which have obtained for it the appellation of calp limestone. This calp is merely an impure limestone, apparently a mixture of limestone and argillaceous matters in various proportions. It has a compact appearance, and consists of beds varying in thickness from an inch to three feet and upwards, and is extensively employed near Dublin as a building material. Organic remains are rare in this form of the limestone, but whenever they are observed, they are found to be identical with those which are found in the ordinary carboniferous limestone.

Dolomite is another rock which is found associated with the carboniferous limestone. This form of magnesian limestone is very local, and usually occurs near the contact of the ordinary limestone with the inferior formations. Examples of dolomite occur near Dublin, at Howth—and near Miltown, on the Dodder; it is also found on the Suir, near Waterford.

The carboniferous limestone is very rich in organic fossils, which are often identical with those found in corresponding strata in England. Almost every limestone district furnishes abundance of fossil shells and corals, which can often be obtained in a very perfect state. There are, however, some localities which are very rich in such fossils. The limestone quarries of Clane, near Kildare, afford great numbers of the more common fossils; the vicinity of Cork also abounds in organic remains; very fine specimens may be obtained near Dungannon, in the county of Tyrone, and in the northern parts of Downshire very large specimens of *Orthocera gigantea* are found.

Coal occurs in many parts of Ire-

land, but unfortunately no where in sufficient quantity to supply the wants of the country, so that the subject may be too often considered rather as one of geological curiosity than one of economical interest. The various reports of Mr. Griffith on the coal formations of Ireland contain much valuable information, and we shall merely give an outline of the more important facts which have been ascertained.

Two coal fields occur in the province of Ulster, but they are of a very limited extent. The district of Coal Island, in the county of Tyrone, is the more important one. In this district there are seven beds of coal, none of them exceeding six feet in thickness. The coal is of excellent quality, and is extensively used in the surrounding country. Another small field occurs at Ballycastle, in the northern extremity of the county of Antrim; it is of far less economical importance than the preceding one, but is extremely interesting to the geologist from the intrusion of the deep rocks, and the effects which they have produced on the contiguous strata.

The province of Connaught contains extensive beds of bituminous or flaming coal, but they rarely if ever exceed three feet four inches in thickness. Coal is found in the counties of Leitrim, Roscommon, and Sligo. The Arigna iron works are situated in the county of Roscommon, and consequently they derive their supply of fuel and iron stone from this coal field.

The Munster coal is found at Dromagh and Kanturk in Cork, and is also found, though sparingly, in Kerry and Limerick.

The province of Leinster does not afford any bituminous or flaming coal. The anthracite or blind coal of this province, as well as that of Munster, burns without smoke or flame. This variety of coal is obtained in Carlow, Kilkenny, and Queen's County, and

is extensively used in the surrounding districts.

With the exception of the province of Ulster we are not aware that any strata newer than the carboniferous formation has been observed in Ireland, but in that province we find indications of all the newer secondary strata from the coal to the chalk. The new red sandstone is the rock which in England succeeds the coal strata, and in that country constitutes a very extensive formation. This rock occurs in the north of Ireland, but its boundaries have not yet been completely ascertained. It may, however, be observed in the vicinity of Belfast, constituting a very red but soft and friable sandstone, and is associated with beds of marl and gypsum. The red sandstone has also been traced into Monaghan and Tyrone, and in the latter county the interesting discovery of fossil fishes in this formation has been made.

The lias, green sand, and chalk of the county of Antrim are better known than the preceding formation. The lias is well exhibited in the line of coast between Garron Point and Lough Larne. The fossil remains which occur in this formation resemble those of the lias of England; and this similarity has been rendered still more interesting by the discovery of the vertebræ of a *Plesiosaurus* in the lias of Antrim. The disputed rock of Portrush, which caused so much discussion between the Huttonian and Wernerian geologists, belongs to the lias formation. The rock is of a uniform and compact structure, resembling basalt in its appearance, but containing numerous impressions of Ammonites, and appears to be a lias shale changed into a silicious schist by the trap rocks.

Green sand also occurs in the county of Antrim; it may be seen to advantage at Collin Glen, in the vicinity of Belfast. In the north

of Ireland this rock is known by the name of Mulatto sand, and its identity with the green sand of England is ascertained, since both rocks contain similar fossils, and occupy the same geological position.

The only remaining stratified rock is the chalk, which is also confined to the northern extremity of Ireland. The English geologist, familiar with the soft and friable chalk of Kent and Sussex, will be surprised to find in Ireland that the same formation has assumed the appearance of a hard and compact limestone, but on examination he will find that it possesses numerous marks of identity in its organic fossils and position with respect to the older strata.

We have already observed that no tertiary strata have been discovered in Ireland, and if any formation newer than the chalk requires to be mentioned, it is probably the beds of clay and lignite which occur around the margins of Lough Neagh.

This deposit appears to be of considerable extent, but it is so obscured by accumulations of peat and transported matters, that its boundaries cannot be easily ascertained. Near Verner's bridge, in Tyrone, it is of very great depth, and contains beds of fossil wood. The silicified woods of Lough Neagh in all probability belong to this formation, and it is needless to add that there is no foundation for the opinion that any petrifying property is possessed by the waters of that lake. The silicified woods found in the vicinity of Lough Neagh have been proved to belong to some species of pine, and not to the holly, as is commonly believed.

Besides this deposit of lignite, whose characters are similar to those of the deposit of Bovey coal in England, numerous accumulations of gravel and other transported matters occur every where

throughout Ireland, which require to be briefly noticed. These depositions of transported matters are of two kinds, of which one is distinguished by the presence of marine shells, and consequently may be considered as elevated beaches, indicating a change in the level of the land, and its recent emergence from under the ocean. Along the coast of Wexford, according to Mr. Griffith, there is an extensive deposit of shelly gravel extending over a district twenty miles in length, and in which marine shells are found at an elevation of seventy feet above the level of the sea. In the vicinity of Dublin we find evidences of similar phenomena. At Howth, and on the southern side of the promontory of Bray, the marine remains are found at a still higher elevation than in those gravel beds of the shores of Wexford. If we examine the valleys in which the different streams which empty themselves into the bay of Dublin take their origin, we find accumulations of shelly gravel at a distance of several miles from the sea, and at an elevation of more than one hundred feet above its level. The second kind of transported substances consists of long ridges of gravel extending through many parts of the country, and in which no marine shells have yet been detected. These ridges of gravel, which in the south are known by the name of *esters*, and in the north by the appellation of *drumlins*, exhibit a considerable variety in their arrangement and composition. In some cases they hold an uninterrupted course for miles, and in others their direction is more irregular and flexuous. As limestone is the predominating rock in the country, they are often entirely composed of fragments of that rock, but in general they consist of the same kind of rocks as are to be found *in situ* in their immediate vicinity.

The beds of clay and marl so often found under the bogs, and which so frequently contain the remains of the fossil elk, are of still more recent origin than the gravel ridges already noticed.

To complete this brief outline of the mineral structure of Ireland, it will be necessary to add a few words on the erupted or unstratified rocks, of which so many varieties are to be found. Besides the granite, which forms the nucleus of the great mountain chains, we find interesting formations of trap, porphyry, and pearl stone porphyry, which require to be mentioned; and there is no part of the empire in which they can be studied to more advantage than in the north of Ireland. In the county of Antrim we find almost every variety of trap rock. The basaltic columns of the Giant's Causeway, and the splendid promontory of Fairhead are well known; but the geologist will be still more interested in studying the phenomena of the trap veins and the changes which they have produced on the adjacent rocks. At Ballintoy the trap veins have burst through the chalk, and include fragments of that rock; near Belfast the intrusion of similar veins has changed the chalk into granular marble. In the vicinity of the Cave hill, near Belfast, there is a vein of trap composed of regular prisms of that substance which extend across the vein. Trap rocks occur in other districts of Ireland, although not so abundantly as in

the north. A very interesting series of trap veins has been observed by Archdeacon Verschoyle in the north-west of the county of Mayo; they are eleven in number, and hold a parallel course from east to west for a distance of sixty miles, although the average breadth of any of the veins seldom exceeds forty feet. Numerous masses of trap have been observed in the vicinity of Limerick, which differ considerably in their features from any of those already mentioned; they consist of rounded masses of trap, of small elevation, which have been protruded through the limestone, but in no instance have they sent forth veins into the adjacent strata. At Pallasgreen, about eight miles from Limerick, one of these masses of trap possesses a columnar structure, scarcely inferior in regularity or beauty to any of those which have been observed in the north of Ireland. At Kiltelly, a few miles from Pallasgreen, there is another columnar structure, but in this case the columns consist of compact felspar.

Some rarer forms of erupted rocks have also been noticed in Ireland. Veins of pitchstone have been observed near Newry. At Sandy Brae, about nine miles from Antrim, there is a formation of pitchstone, porphyry, and pearl stone porphyry; the latter rock has been traced as far as the Kilwarlin hills in the vicinity of Hillsborough, and this is the only situation in which this rock has hitherto been found in the British islands.

A BRIEF VIEW OF THE BOTANY OF IRELAND.

BY J. T. MACKAY, LL.D., M.R.I.A., A.L.S.

ALTHOUGH the Flora of Ireland is not so extensive as that of Great Britain, it possesses a good many plants not hitherto found either in England or Scotland, some of which may be noticed, as also some of the rarer species.

The Upright or Irish Yew (*Taxus hibernica*) is one of the most remarkable of our native shrubs. It is readily distinguished from the common yew by its darker green leaves and cypress-like mode of growth, and is said to have been first noticed in the woods of Florence-court, the seat of the Earl of Enniskillen; hence the name *Florence-court* yew, as it is frequently called. Though but little known in Britain sixty years ago, it is now to be met with in almost every shrubbery.

The common arbutus, (*Arbutus Unedo*), one of the most beautiful of our native shrubs, is found in great abundance at Killarney; and the Kerry and Cork mountains furnish several species of *Saxifrage* of the *Robertsonia* or *London Pride* division not elsewhere met with in Britain, as may be seen by reference to the Flora Hibernica. The rare and beautiful *Trichomanes brevicaule*, Flora Hibernica, (*T. speciosum* of others,) the choicest of British ferns, so well suited for Wardian glass cases, has now become scarce near Turk waterfall, where I first found it in 1805. It has since been found by Robert Ball, Esq. near Youghal. Brandon, in the county of Kerry, is one of the richest mountains in Ireland for Alpine plants; and near it, on Connor hill, the rare little procumbent plant *Sibthorpia europæa* is to be seen in abundance. The *Pinguicula grandiflora*, now sought after by culti-

vators of rare plants, is found abundantly near Cork and other parts of the country.

The wild district of Connemara, in the county of Galway, furnishes a considerable number of rare and interesting plants, the more remarkable of which are the following:—*Erica mediterranea*, found on Urrisbeg, near Roundstone, and since its discovery there, has also been found by John Wynne, Esq., of Hazlewood, in great abundance in Erris; *Erica Mackaiana* and *Menziesia polifolia*, or Irish heath, which, as well as the beautiful variety with white flowers, are now general favourites in garden collections; and the curious *Eriocaulon septangulare*, which also grows in the island of Skye in Scotland, is there to be seen in almost every lake. The London pride, *Saxifraga umbrosa* is found on several of the mountains of Mayo, in the greatest abundance; as on Mweelrea, Croagh Patrick, and on several of the mountains in Erris. *Saxifraga oppositifolia*, which grows abundantly in the Donegal and Sligo mountains, is also to be met with on the range of mountains which separates Connemara from Joyce country. The isles of Arran afford the beautiful and delicate *Adiantum capillus-veneris*, or true maiden hair fern, in the greatest profusion. It is found in the crevices of the limestone rocks, of which the island is composed. It is now found more sparingly near Roundstone, in Connemara, and on the high mountain range between Tralee and Dingle, in the county of Kerry.

In a botanical tour through Connemara, and other parts of the county of Galway, in 1838, the following plants were added to the flora of

that district :—*Carex filiformis*, *Carex limosa*, and *Orobanche rubra*. The two former were found in boggy ground near Woodstock, four miles from Galway, on the road to Oughterard, and the latter on a small limestone hill opposite to it, it being hitherto only found on trap rocks, near Belfast and Magilligan. The genus *Orobanche*, of which we have three species indigenous in Ireland, are generally supposed to be parasitical. One species, *Orobanche major*, grows on the roots of the common broom, hence the English name, broomrape. Another species, *Orobanche minor*, is, in this country, invariably found near the roots of ivy, and does not appear to differ from the species known by that name in England, which is there always found among clover. *Orobanche rubra*, however, does not appear to derive its nourishment from any living plant, but is constantly found growing in the crevices of rocks.

By the side of the Oughterard road, near Ross, and in Rosswoods, *Pimpinella magna* was found in great abundance. A new habitat for the *Erica mediterranea* was found by Simon Foot, Esq., Joseph Hooker, Esq., and others, on the side of Mweelrea mountain near the mouth of Killary harbour; and on the cliffs near the summit of that mountain, *Oxyria reniformis* was found for the first time.

Erica Mackaiana was also seen in full flower about half way between Clifden and Roundstone, where it was originally discovered, and from its general appearance promises to be a great acquisition to our garden collections.

Silene anglica was found abundantly in corn fields, and by the way side, two miles to the west of Oughterard. It had previously been found sparingly in the county of Donegal.

On the Burren mountains, county of Clare, the mountain Avens, *Dryas*

octopetala, which is also found in Antrim, is abundant, and the *Potentilla fruticosa*, which is found plentifully at Rock Forest, near Gort, is also worthy of notice. Ben Bulbin and the other adjoining limestone mountains in the county of Sligo are interesting to the botanist, in producing the rare *Arenaria ciliata*, together with a good many other Alpine plants, some of which may be mentioned, viz.:—*Silene acaulis*, *Alchemilla alpina*, *Thalictrum alpinum*, *Oxyria reniformis*, *Rhodiola rosea*; and since the publication of *Flora Hibernica*, *Saxifraga nivalis*, an inhabitant of the highest cliffs of Ben Lomond, Ben Lawers, and other mountains in the highlands of Scotland, has been added to our Flora, by John Wynne, Esq., of Hazlewood.

The Donegal mountains, as far as they have been explored, do not appear to have any plants peculiar to them; but the adjoining county of Antrim contains some of the rarer productions of our island, of which *Orobanche rubra*, found on the trap rocks of Magilligan, and on Cave hill, near Belfast, may be noticed, and *Arenaria verna* in the former station. On a mountain near Garvagh, in the same county, Mr. Moore, the curator of the Royal Dublin Society's Botanic Garden, Glasnevin, found three species of *Pyrola*, viz.:—*Pyrola media*, *Pyrola minor*, and *Pyrola secunda*, the only habitat in Ireland for the last-named species. Mr. Moore has also found in Antrim, *Carex Buxbaumii* and *Calamagrostis lapponica*, new to the British and Irish floras.

In the neighbourhood of Dublin, from its vicinity to the sea on the one hand, and mountains on the other, a large proportion of the plants common to Ireland are to be found; and the botanist will be well rewarded by visiting Howth, Portmarnock sands, Killiney hill, and the county of Wicklow. As, however, the habitats of all the rarer plants

are given in our Flora, it is unnecessary to enumerate them in this short sketch; yet it is right to observe, that occasionally additions are made even in Phanerogamic Botany, not only in new habitats for rare plants, but also in the discovery of species new to the Irish Flora. For example, two have been lately recorded: one is *Simethis bicolor* of authors, *Athericum planifolium* of others, discovered in Kerry, by Mr. Thaddeus O'Mahony—the other, *Hordeum sylvaticum*, of Hudson, found near Dublin by Mr. Bain of the Trinity College Botanic Garden.

It may appear strange that two such plants should have so long escaped the notice of botanists, but the former grows in most inaccessible places, and the latter must have been confounded with a species of *Triticum*, to which it bears a most striking resemblance.

The late Dr. Taylor, the celebrated Cryptogamic botanist, has well described the mosses, hepaticæ, and lichens of Ireland in the second part of the Flora Hibernica, from which it will be seen that our island is rich in those minute vegetables. In the last-mentioned family, the lichenes—he has described many species quite new, chiefly found by him near Dunkerrin, in the county of Kerry, where he latterly resided. Here we may state that the common truffle, *Tuber cibarium*, has latterly been observed in considerable abundance at *Castle Taylor*, county of Galway.

The shores of Ireland are also rich in marine plants, which are ably described by Dr. Harvey, in the above-mentioned work. The late Miss Hutchins of Ballylickey has enabled us to record the many rare and interesting species found by her at Bantry bay, as Dr. Harvey has those of the coast of Clare and other

places; and Miss Ball has very successfully examined the Waterford coast near Youghal. To Mr. Templeton, the late eminent botanist, Doctor Drummond of Belfast, and Mr. Moore, we are indebted for a knowledge of many rare species of Algæ, found by them on the Antrim coast. In conclusion we may add, that it cannot now be said, as it was not many years ago, that the botany of Ireland is little known.

At the meeting of the British Association held in Cork, in August, 1843, Doctor Allman exhibited splendid specimens of a variety of *Trichomanes brevisetum*, if not a distinct species, found abundantly by Mr. Wm. Andrews, in September, 1842, in Iveragh; and in the same neighbourhood, about a mile distant, he also found the true species. These stations are about fourteen miles from the original Irish one.

The very rare *Neottia gemmipara*, first found by Mr. James Drummond very sparingly, about thirty years ago, near Berehaven, was again found in 1843 in full perfection by Dr. Armstrong, who sent two fine plants in flower to Cork, which were exhibited at the above meeting. It is at once distinguished from *Neottia spiralis* by having three spiral rows of flowers on the spike, instead of one.

Specimens of three very interesting plants lately added to the Flora of Cork were also exhibited by Mr. Nash, who discovered them, viz.: *Erica Mackaiana* and *Erica ciliaris*, found within four miles of Cloghnakilty, and *Menziesia polifolia*, found in rocks above the lake on Hungry hill. *Erica ciliaris* had previously been found by Mr. Wm. Andrews, in the county of Clare, in 1837, soon after the publication of Flora Hibernica.

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